RAILWAY DEPARTMENT

GOVERNMENT OF INDIA

RAILWAY BOARD

Railways in India

Administration Report for the year

1915-16

VOLUME II

APPENDICES

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APPENDIX 1.

History of railways constructed and in progress.

Index.

Railway,	Number. Main head.	Number. Sub-head.	Gauge.	Working or constructing agency.	Page.
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A					
Agra-Delhi Chord	5	(b)	5′ 6″	G. I. P. Ry. Co.	72
Ahmadpur-Katwa...	28	(a)	2′ 6″	Ahmadpur-Katwa Ry. Co. ...	209
Ahmedabad-Dholka	2	(g)	3′ 3⅜″	B. B. & C. I. Ry. Co. ...	27
Ahmedabad-Parantij	2	(h)	3′ 3⅜″	B. B. & C. I. Ry. Co. ...	29
Ambaji-Taranga Light	29	(a)	2′ 6″	Ambaji-Taranga Light Ry. Co....	210
Amritsar-Patti	8	(b)	5′ 6″	N. W. Ry.	117
Arrah-Sasaram Light	30	(a)	2′ 6″	Arrah-Sasaram Light Ry. Co. ...	211
Assam-Bengal	12	(a)	3′ 3⅜″	Assam-Bengal Ry. Co. ...	158
B					
Bangalore-Chik Ballapur Light	31	(a)	2′ 6″	Mysore Durbar	213
Bankura-Damoodar River	32	(a)	2′ 6″	Bankura-Damoodar River Ry. Co.	213
Baran-Kotah	5	(c)	5′ 6″	G. I. P. Ry. Co.	72
Baraset-Basirhat Light	33	(a)	2′ 6″	Baraset-Basirhat Light Ry. Co....	214
Barsi Light	34	(a)	2′ 6″	Barsi Light Ry. Co. ...	216
Bengal and North-Western	13	(a)	3′ 3⅜″	B. & N. W. Ry. Co.... ...	162
Bengal Dooars	14	(a)	3′ 3⅜″	Bengal Dooars Ry Co. ...	170
Bengal Dooars Extensions	14	(b)	3′ 3⅜″	Bengal Dooars Ry Co. ...	172
Bengal-Nagpur	1	(a)	5′ 6″	B. N. Ry. Co.	5
Bengal Provincial	35	(a)	2′ 6″	Bengal Provincial Ry. Co. ...	218
Bezwada Extension	7	(b)	5′ 6″	N. G. S. Ry. Co.	107
Bezwada-Masulipatam	6	(e)	3′ 3⅜″	M. & S. M. Ry. Co.... ...	92
Bhavnagar State	15	(a)	3′ 3⅜″	Bhavnagar Durbar	173
Bhopal-Itarsi	5	(d)	5′ 6″	G. I. P. Ry. Co.	74
Bhopal-Ujjain	5	(e)	5′ 6″	G. I. P. Ry. Co.	76
Bilimora-Kalamba	2	(m)	2′ 6″	B. B. & C. I. Ry. Co. ...	38
Bina-Goona-Baran	5	(f)	5′ 6″	G. I. P. Ry. Co.	77
Birur-Shimoga	6	(f)	3′ 3⅜″	M. & S. M. Ry. Co.... ...	93
Bodeli-Chhota Udaipur	2	(s)	2′ 6″	B. B. & C. I. Ry. Co. ...	43
Bombay, Baroda and Central India, 5′ 6″ gauge section	2	(a)	5′ 6″	B. B. & C. I. Ry. Co. ...	15
Bombay, Baroda and Central India, 3′ 3⅜″ gauge section	2	(f)	3′ 3⅜″	B. B. & C. I. Ry. Co. ...	25
Bombay Port Trust	...	...	5′ 6″	Bombay Port Trust... ...	44
Broach-Jambusar	2	(n)	2′ 6″	B. B. & C. I. Ry. Co. ...	39
Bukhtiarpur-Bihar Light	36	(a)	2′ 6″	Bukhtiarpur-Bihar Light Ry. Co.	220
Burdwan-Katwa	37	(a)	2′ 6″	Burdwan-Katwa Ry. Co. ...	222
Burma	16	(a)	3′ 3⅜″	Burma Rys. Co.	175
Burma Extensions	16	(b)	3′ 3⅜″	Burma Rys. Co.	178
Buthidaung-Maungdaw	38	(a)	2′ 6″	Buthidaung-Maungdaw Ry. Co.	223
C					
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Cawnpore-Burhwal link	9	(c)	3′ 3⅜″	B. & N. W. Ry. Co. ...	141
Champaner-Shivrajpur Light	39	(a)	2′ 6″	Shivrajpur Syndicate of Bombay	224
Chaparmukh Silghat	12	(b)	3′ 3⅜″	A. B. Ry. Co.	160
Chickjajur-Chitaldrug	17	(a)	3′ 3⅜″	Mysore Durbar	181
Cooch Behar State	3	(d)	3′ 3⅜″	E. B. Ry.	52
Cutch State	40	(a)	2′ 6″	Cutch Durbar	225
D					
Darjeeling-Himalayan	53	(a)	2′ 0″	Darjeeling-Himalayan Ry. Co.	240
Darjeeling-Himalayan Extensions ...	53	(b)	2′ 0″	Darjeeling-Himalayan Ry. Co.	241
Dasghara-Jamalpurgunj	35	(b)	2′ 6″	Bengal Provincial Ry. Co. ...	219
Dehri-Rohtas Light	41	(a)	2′ 6″	Dehri-Rohtas Light Ry. Co.	226
Delhi-Umballa-Kalka	4	(b)	5′ 6″	E. I. Ry. Co.	63
Dholpur-Bari	42	(a)	2′ 6″	Dholpur Durbar	227
Dhond-Baramati	5	(h)	2′ 6″	G. I. P. Ry. Co.	81
Dhone-Kurnool	6	(g)	3′ 3⅜″	M. & S. M. Ry. Co.... ...	95
Dhrangadra	15	(b)	3′ 3⅜″	Bhavnagar Durbar	174
Dibru-Sadiya	18	(a)	3′ 3⅜″	Assam Rys. & Tradg. Co. ...	182
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Railway.	Number. Main head.	Number. Sub-head.	Gauge.	Working or constructing agency.	Page.
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3′ 3⅜″ gauge section ...	3	(*c*)	3′ 3⅜″		50
2′ 6″ gauge section ...			2′ 6″		52
East Indian	4	(*a*)	5′ 6″	E. I. Ry. Co.	56
Ellichpur-Yeotmal	5	(*i*)	2′ 6″	G. I. P. Ry. Co.	81
F					
Futwah-Islampur	44	(*a*)	2′ 6″	Futwah-Islampur Ry. Co. ...	229
G					
Gaekwar's Dabhoi	2	(*o*)	2′ 6″	B. B. & C. I. Ry. Co. ...	39
Gaekwar's Mehsana	2	(*i*)	3′ 3⅜″		31
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Gondal-Porbandar State	19	(*a*)	3′ 3⅜″	Gondal and Porbandar Durbars	185
Gondia-Chanda Extension	1	(*b*)	2′ 6″	B. N. Ry. Co.	9
Great Indian Peninsula	5	(*a*)	5′ 6″	G. I. P. Ry. Co.	67
Gwalior Light	54	(*a*)	2′ 0″	Gwalior Durbar	243
H					
Hardwar-Dehra	9	(*b*)	5′ 6″	O. & R. Ry.	140
Hindupur (Yesvantpur-Mysore Frontier) ...	6	(*h*)	3′ 3⅜″	M. & S. M. Ry. Co.... ...	96
Hingoli Branch	7	(*c*)	3′ 3⅜″	N. G. S. Ry. Co.	109
Howrah-Amta Light	55	(*a*)	2′ 0″	Howrah-Amta Light Ry. Co. ...	244
Howrah-Sheakhala Light	56	(*a*)	2′ 0″	Howrah-Sheakhala Light Ry. Co.	246
Hyderabad-Godavari Valley	7	(*d*)	3′ 3⅜″	N. G. S. Ry. Co.	110
J					
Jacobabad Kashmor	8	(*o*)	2′ 6″	N. W. Ry.	135
Jagadhri Light	57	(*a*)	2′ 0″	Jagadhri Light Ry. Co. ...	247
Jaipur State	2	(*j*)	3′ 3⅜″	B. B. & C. I. Ry. Co. ...	33
Jammu and Kashmir (Native State section)	8	(*c*)	5′ 6″	N. W. Ry.	118
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Bikaner section ...	21	(*b*)	3′ 3⅜″		191
Jodhpur-Hyderabad (British section) ...	21	(*c*)	3′ 3⅜″		192
Jorhat (Provincial)	58	(*a*)	2′ 0″	Assam Administration ...	249
Jubbulpore-Gondia Extension ...	1	(*c*)	2′ 6″	B. N. Ry. Co.	10
Jullundur-Mukerian	8	(*d*)	5′ 6″	N. W. Ry.	119
Junagad State	22	(*a*)	3′ 3⅜″	Junagad Durbar	197
K					
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Kalka-Simla	8	(*p*)	2′ 6″	N. W. Ry.	133
Katakhal-Lalabazar	12	(*c*)	3′ 3⅜″	A B. Ry. Co.	161
Khanpur-Chachran	8	(*e*)	5′ 6″	N. W. Ry.	119
Khijadiya-Dhari	19	(*c*)	3′ 3⅜″	Gondal and Porbandar Durbars	187
Khulna-Bagirhaut	3	(*f*)	2′ 6″	E. B. Ry.	55
Kohat-Thal	8	(*q*)	2′ 6″	N. W. Ry.	134
Kolar District	48	(*a*)	2′ 6″	Mysore Durbar	234
Kolar Gold-fields	6	(*b*)	5′ 6″	M. & S. M. Ry. Co. ...	89
Kolhapur State	6	(*i*)	3′ 3⅜″		97
Kosamba-Zankhvav	2	(*p*)	2′ 6″	B. B. & C. I. Ry. Co. ...	41
Kulase Karapatnam-Tissianvillai Light ...	59	(*a*)	2′ 0″	East India Distilleries and Sugar Factory.	250

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Railway.	Number. Main head.	Number. Sub-head.	Gauge.	Working or constructing agency.	Page.
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L					
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Ledo and Tikak-Margherita Colliery ...	18	(*b*)	3′ 3⅜″	Assam Rys. & Tradg. Co. ...	183
Lucknow-Bareilly	26	(*b*)	3′ 3⅜″	R. & K. Ry. Co.	205
Ludhiana-Dhuri-Jakhal	8	(*f*)	5′ 6″	N. W. Ry.	121
M					
Madaya Light	49	(*a*)	2′ 6″	Madaya Tramway Co. ...	235
Madras and Southern Mahratta, 5′ 6″ gauge section	6	(*a*)	5′ 6″	M. & S. M. Ry. Co. ...	85
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Mandra-Bhaun	8	(*g*)	5′ 6″	N. W. Ry.	122
Matheran Light	5	(*j*)	2′ 0″	G. I. P. Ry. Co.	83
Mayurbhanj Extension	1	(*i*)	2′ 6″	B. N. Ry. Co.	14
Mirpur Khas-Jhudo	2	(*d*)	3′ 3⅜″	Jodhpur-Bikaner Ry.	193
Mirpur Khas-Khadro	21	(*e*)	3′ 3⅜″	Jodhpur-Bikaner Ry.	195
Morappur-Hosur	10	(*k*)	2′ 6″	S. I. Ry. Co.	155
Mourbhanj State	1	(*d*)	2′ 6″	B. N. Ry. Co.	11
Morvi	23	(*a*)	3′ 3⅜″ / 2′ 6″	Morvi Durbar	198
Mymensingh-Bhairab Bazar	12	(*d*)	3′ 3⅜″	A. B. Ry. Co.	161
Mymensingh-Jamalpur-Jagannathganj ...	3	(*e*)	3′ 3⅜″	E. B. Ry.	54
Mysore-Arsikere	24	(*a*)	3′ 3⅜″	Mysore Durbar	199
Mysore-Nanjangud	6	(*j*)	3′ 3⅜″	M. & S. M. Ry. Co. ...	98
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N					
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Nagda-Ujjain	2	(*b*)	5′ 6″	B. B. & C. I. Ry. Co. ...	19
Nagpur-Chhindwara Extension ...	1	(*e*)	2′ 6″	B. N. Ry. Co.	12
Navsari-Kamrej Light	2	(*l*)	2′ 6″	Baroda Durbar	43
Nilgiri	10	(*c*)	3′ 3⅜″	S. I. Ry. Co.	146
Nizam's Guaranteed State	7	(*a*)	5′ 6″	N. G. S. Ry. Co.	105
North Western	8	(*a*)	5′ 6″	N. W. Ry.	113
Nowshera-Durgai	8	(*r*)	2′ 6″	N. W. Ry.	135
O					
Okhamandal	25	(*a*)	3′ 3⅜″	Baroda Durbar	199
Oudh and Rohilkhand	9	(*a*)	5′ 6″	O. & R. Ry.	137
P					
Pachora-Jamner	5	(*k*)	2′ 6″	G. I. P. Ry. Co.	84
Palanpur-Deesa	2	(*k*)	3′ 3⅜″	B. B. & C. I. Ry. Co. ...	35
Parlakimedi Light...	1	(*f*)	2′ 6″	B. N. Ry. Co.	12
Peralam-Karaikkal	10	(*d*)	3′ 3⅜″	S. I. Ry. Co.	147
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Tarapur-Cambay section ...	2	(*d*)	5′ 6″	B. B. & C. I. Ry. Co. ...	21
	2	(*q*)	2′ 6″	B. B. & C. I. Ry. Co. ...	41
Petlad-Vaso	8	(*h*)	5′ 6″	N. W. Ry.	124
Phagwara-Rahon	21	(*f*)	2′ 0″	Jodhpur-Bikaner Ry. ...	196
Pipar-Bilara Light	10	(*e*)	3′ 3⅜″	S. I. Ry. Co.	148
Podanur-Pollachi	10	(*f*)	3′ 3⅜″	S. I. Ry. Co.	149
Pondicherry	26	(*o*)	2′ 6″	R. & K. Ry. Co.	206
Powayan Light	5	(*l*)	2′ 6″	G. I. P. Ry. Co.	84
Pulgaon-Arvi	1	(*g*)	2′ 6″	B. N. Ry. Co.	13
Purulia-Ranchi Branch					

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History of railways constructed and in progress.

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Railway.	Number. Main head.	Number. Sub-head.	Gauge.	Working or constructing agency.	Page.
1	2	3	4	5	6
R					
Raipur-Dhamtari Branch	1	(*h*)	2′ 6″	B. N. Ry. Co.	14
Rajpipla State	2	(*r*)	2′ 6″	B. B. & C. I. Ry. Co. ...	42
Rajpura-Bhatinda	8	(*i*)	5′ 6″	N. W. Ry.	124
Rohilkund and Kumaon	26	(*a*)	3′ 3⅜″	R. & K. Ry. Co.	200
S					
Sangli State	6	(*l*)	3′ 3⅜″	M. & S. M. Ry. Co. ...	100
Sara-Sirajganj	3	(*b*)	5′ 6″	E. B. Ry.	49
Secunderabad-Gadwal	7	(*e*)	3′ 3⅜″	N. G. S. Ry. Co.	111
Shahdara (Delhi)-Saharanpur Light ...	51	(*a*)	2′ 6″	Shahdara (Delhi)-Saharanpur Light Ry. Co.	237
Shoranur-Cochin	10	(*g*)	3′ 3⅜″	S. I. Ry. Co.	150
Sialkot-Narowal	8	(*j*)	5′ 6″	N. W. Ry.	126
South Bihar	4	(*c*)	5′ 6″	E. I. Ry. Co.	64
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3′ 3⅜″ gauge section ...	10	(*b*)	3′ 3⅜″		143
Southern Punjab, Main line	8	(*k*)	5′ 6″	N. W. Ry.	126
Jullundur Doab ...	8	(*l*)	5′ 6″		129
Ludhiana Extension ...	8	(*m*)	5′ 6″		130
Sutlej Valley ...	8	(*n*)	5′ 6″		132
Southern Shan States	16	(*c*)	3′ 3⅜″	Burma Rys. Co.	180
Suramangalam-Salem	10	(*m*)	5′ 6″	S. I. Ry. Co.	156
T					
Tanjore District Board	10	(*h*)	3′ 3⅜″	S. I. Ry. Co.	151
Tapti Valley	2	(*e*)	5′ 6″	B. B. & C. I. Ry. Co. ...	23
Tarikere-Narasimharajapura	60	(*a*)	2′ 0″	Mysore Durbar	251
Tenali-Repalli	6	(*c*)	5′ 6″	M. & S. M. Ry. Co. ...	90
Tezpore-Balipara Light	52	(*a*)	2′ 6″	Tezpore-Balipara Light Ry. Co.	239
Tinnevelly-Quilon (Travancore), British section	10	(*i*)	3′ 3⅜″	S. I. Ry. Co.	153
Native State section	10	(*j*)	3′ 3⅜″		154
Tinnevelly-Tiruchendur	10	(*o*)	3′ 3⅜″		157
Tirhoot	13	(*b*)	3′ 3⅜″	B. & N. W. Ry. Co. ...	167
Tirupattur-Krishnagiri	10	(*l*)	2′ 6″	S. I. Ry. Co.	156
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U					
Udaipur-Chitorgarh	27	(*a*)	3′ 3⅜″	Mewar Durbar	208
V					
Vijapur-Kalol-Kadi	2	(*l*)	3′ 3⅜″	B. B. & C. I. Ry. Co. ...	36
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GENERAL.

From the year 1906-07 Interest on Debt in India has been calculated at the actual average rate for the year of interest on the mean non-specific debt of India, instead of at the fixed rates of 4 and 3¾ per cent previously employed. The actual rates from 1906-07 to 1915-16 were 3·437, 3·412, 3·358, 3·384, 3·377, 3·401, 3·500, 3·388, 3·499 and 3·4725 per cent, respectively.

One effect of the change is that, in some cases, while the capital outlay on a railway at the end of 1907 was more than that at the end of 1906, the interest charge in connection therewith was less.

Number $\frac{\text{Main head 1}}{\text{Sub-heads } (a) \text{ to } (i)}$. BENGAL-NAGPUR RAILWAY SYSTEM—

Chairman—ROBERT MILLER, ESQ.
Managing Director—SIR T. R. WYNNE, K.C.S.I., K.C.I.E.
Offices—132, Gresham House, Old Broad Street, London, E.C.
Date of registration of the Company—23rd February 1887.

Lines comprised in the system.—The Bengal-Nagpur railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Bengal-Nagpur railway proper (5′ 6″ gauge) 1,567·00 + East Coast railway, Northern section (5′ 6″ gauge)* 321·55	1,888·55	260·67	2,149·22
(*b*) Gondia-Chanda Extension, Bengal-Nagpur railway (2′ 6″ gauge)	217·13	...	217·13
(*c*) Jubbulpore-Gondia Extension, Bengal-Nagpur railway (2′ 6″ gauge)	311·81	8·43	320·24
(*d*) Mourbhanj State railway (2′ 6″ gauge)	32·41	...	32·41
(*e*) Nagpur-Chhindwara Extension, Bengal-Nagpur railway (2′ 6″ gauge)	93·38	...	93·38
(*f*) Parlakimedi Light railway (2′ 6″ gauge)	24·62	...	24·62
(*g*) Purulia-Ranchi branch, Bengal-Nagpur railway (2′ 6″ gauge)	115·30	...	115·30
(*h*) Raipur-Dhamtari branch, Bengal-Nagpur railway (2′ 6″ gauge)	56·94	...	56·94
(*i*) *Mayurbhanj Extension railway (2′ 6″ gauge)*	...	38·92	38·92
Total	2,740·69	308·02	3,048·71

Running powers—

Home line over Foreign lines :—

At Katni, East Indian railway	for passenger and goods trains.	0·30
At Asansol and Katrasgarh, East Indian railway	for passenger and goods trains.	1·16
At Howrah, East Indian railway, for passenger trains only		1·00
At Nagpur, Great Indian Peninsula railway	for passenger and goods trains.	0·65
Waltair to Vizagapatam, including wharf and swamp lines, Madras and Southern Mahratta railway (5′ 6″ gauge)	for passenger and goods trains.	4·97
Total		8·08

Foreign lines over Home line :—

Great Indian Peninsula railway, Nagpur to Itwari, for goods trains only	1·73
East Indian railway, Bhaga connection, for goods trains only	0·47
Total	2·20

1 (*a*) Bengal-Nagpur railway (5′ 6″ gauge)—

The Bengal-Nagpur Railway Company was formed in 1887 and took over the Nagpur-Chhattisgarh State railway and constructed other lines, embracing in all a system of railways known as the Bengal-Nagpur railway.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
BENGAL-NAGPUR PROPER—					
Main line—					
Asansol to Damoodur	12-6-89	4·62			
Damoodur to Purulia	14-12-89	44·56			
Purulia to Chakardharpore	22-1-90	72·23			
Chakardharpore to Goilkera	15-5-90	20·90			
Goilkera to Jharsuguda	1-2-91	104·92			
Jharsuguda to Raigarh	20-4-90	44·42			
Raigarh to Bilaspur	10-2-90	82·40			
Bilaspur to Raipur	10-1-89	68·52			
Raipur to Raj-Nandgaon	4-12-88	42·04			
Raj-Nandgaon to Nagpur	1880, '81 & '82†	145·26			
			629·87		† These are the dates of opening in sections of the original 3′ 3⅜″ gauge line, which was converted to the 5′ 6″ gauge and reopened on the 27th November 1888.
Branches—					
Sanctoria coal branch—					
Damoodur to the Sanctoria collieries	12-6-89	8·11			
			8·11		
Chaurashi branch—					
Ramkanali to Nodiha-Colliery siding (siding No. 7)	1-2-03	8·52			
			8·52		
Sambalpur branch—					
Jharsuguda to Sambalpur	1-2-93	29·90			
			29·90		
Carried over	...	...	...	676·40	

*Transferred for working as an integral part of the Bengal-Nagpur railway from the 1st January 1901.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (i)}}$. **BENGAL-NAGPUR RAILWAY SYSTEM**—*contd.*

1 (*a*) Bengal-Nagpur railway (5′ 6″ gauge)—*contd.*

Progress in opening—*contd.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward .	...	...	...	676·40	
Katni branch—					
Bilaspur to Birsinghpur	1-2-91	142·32			
Birsinghpur to Umaria	11-5-90	18·46			
Umaria to Katni	2-11-86	35·88			
Katni to Marwara Junction	1-1-01	0·65			
			197·31		
Kanhan to Dattapahar	26-9-07	17·39			
			17·39		
Calcutta extension—					
Sini to Khargpur	1-6-98	100·02			
Khargpur to Khal Bridge	17-12-98	36·57			
Khal Bridge to Rajapur Khal	24-5-00	18·80			
Rajapur Khal to Howrah	14-12-00	15·31			
Fort Gloster branch 1·56, Lawrence Mill 0·83 and East Roop Narain Bank 0·81 and Kidderpore Port line 0·60	14-12-00	3·80			
			174·50		
Shalimar branch—					
Santragachi to Shalimar	15-3-01	3·15			
			3·15		
Cuttack extension—					
Khargpur to Balasore	17-12-98	71·86			
Balasore to Cuttack	10-1-99	110·40			
			182·26		
Jharia extension—					
Khargpur to Cossye river	20-12-99	6·40			
Right bank of the Cossye river to Midnapore	8-6-01	1·55			
Midnapore to Bhojudih	1-2-03	114·95			
Bhojudih to Gomoh	1-1-07	26·15			
Sudamidih block hut to Bhowrah block hut	17-2-14	1·72			
			150·77		
Branches and extensions on the Jharia Coal-fields—					
Bhojudih-Bhaga-Mohuda loop—					
Bhojudih to Bhaga	20-4-03	6·96			
Bhaga to Malkera	1-9-03	8·78			
Malkera to Mohuda	15-6-04	3·37			
			19·11		
Bhowra branch—	14-5-03	3·08			
			3·08		
Bhojudih-Pathardihi link	1-2-06 10-1-15	0·86 0·62			
			1·48		
Connection of B. N. Ry. and E. I. Ry. at Noncodih—					
Bengal-Nagpur Railway's own line	5-3-15	0·93			
Bengal-Nagpur Railway and East Indian Railway joint line.	5-3-15	0·46			
			1·39		
Katras connections—					
Malkera to Katras	24-8-03	0·58			
Khanoodih to Katras	1-1-07	1·86			
			2·44		
Murulidih branch—					
Mohuda to Murulidih collieries	1-1-07	2·65			
			2·65		
Jamadoba loop—	16-9-03	5·42			
			5·42		
Kendua branch—	10-10-99	2·60			
			2·60		
Aldih branch—	1-2-06	2·54			
			2·54		
Vizianagram-Parvatipuram extension—					
Vizianagram to Bobbili	24-12-08	33·18			
Bobbili to Parvatipuram	8-3-09	15·20			
			48·38		
Bobbili-Salur branch—					
Bobbili to Salur	1-5-13	10·37			
			10·37		
Kalimati-Gorumahisani extension—					
Kalimati to Onlajori	1-2-11	34·12			
Onlajori to Gorumahisani	6-4-11	5·98			
			40·10		
Bokharo Ramgarh extension—					
Bengal-Nagpur Railway's own line— Mohuda to outersignal of Jamuniatand	27-11-13	4·18			
Bengal-Nagpur and East Indian Railways' joint line [Section I] Outersignal of Jamuniatand to Chandrapura	27-11-13	6·02			
Chandrapura to 1·50 miles from Chandrapura	1-4-15	1·50			
1·50 miles from Chandrapura to Bermo [Section II]	1-4-15	10·08			
			21·78		
Kalamna-Itwari-Nagpur section—					
Kalamna *vid* Itwari to Nagpur	15-3-11	3·88	3·88		
				890·60	
TOTAL OPEN MILEAGE, BENGAL-NAGPUR PROPER	...	...	...	1,567·00	
EAST COAST RAILWAY, NORTHERN SECTION—					
Main line—					
Cuttack to Bhubaneswar	1-2-97	17·13			
Bhubaneswar to Khurda Road	20-7-96	11·75			
Khurda Road to Rambha	1-3-96	61·60			
Rambha to Berhampore-Ganjam	1-9-95	29·54			
Berhampore-Ganjam to Palasa	1-4-95	45·99			
Palasa to Parlakimedi Road (Naupada)	17-12-94	15·97			
Parlakimedi Road (Naupada) to Vizianagram	20-7-94	72·36			
Vizianagram to Waltair	15-7-93	37·78			
Naupada salt branch	...	2·37			
			294·49		
Carried over	...	...	294·49	1,567·00	

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (i)}}$. **BENGAL-NAGPUR RAILWAY SYSTEM—*contd.***

1 (*a*) Bengal-Nagpur railway (5′ 6″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward . .	...	...	294·49	1,567·00	
Puri branch—					
Khurda Road to Puri	1-2-97	27·06	27·06		
TOTAL EAST COAST RAILWAY, NORTHERN SECTION .	...	...	...	321·55	
TOTAL OPEN MILEAGE, BENGAL-NAGPUR RAILWAY, 5′ 6″ GAUGE.	...	...	...	1,888·55	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—					
Raipur to Parvatipuram (sanctioned on 26th January 1906)	...	260·67	260·67		
				260·67	
GRAND TOTAL, BENGAL-NAGPUR, 5′ 6″ GAUGE.	...	...	...	2,149·22	
DOUBLE LINE—					
BENGAL-NAGPUR PROPER—					
Howrah to Santragachi	12-12-00	3·42			
Santragachi to Bauria	17-6-02	10·80			
Bauria to Khargpur	15-3-07	55·86			
Shalimar branch	15-3-01	3·15			
Bankura to Adra	4-1-16	32 98			
TOTAL DOUBLE LINE .	...	...	106·21		

Details of construction—

Permanent-way.—The line is laid with 75-lb., 85-lb. and 90-lb. steel rails on transverse wooden, steel and cast iron pot sleepers.

Ballast.—The line is ballasted throughout with stone, except for a few miles on the Adra district (between Khargpur and Garbetta) where laterite is used.

Fencing.—The line is fenced only between Nagpur and Kamptee and at the more important stations, also at some of the station yards and first class level crossings on the Barang-Waltair section.

Curves.—On the main line there are no curves sharper than 1,000 feet radius.

Gradients.—The ruling gradient between Asansol and Nagpur, and Bilaspur and Katni is 1 in 100; between Sini and Khargpur, 1 in 125; between Khargpur and Waltair, 1 in 150; between Khargpur and Howrah, and Khurda Road and Puri, 1 in 200; and between Midnapore and Bhojudih, 1 in 200 in the down direction, and 1 in 125 in the up direction; and between Vizianagram and Parvatipuram, 1 in 125.

Contracts—

Dated the 9th March 1887 (called the original contract), *between the Secretary of State and the Bengal-Nagpur Railway Company*, as to taking over certain State railways and the construction of other lines, and their management, maintenance and working.

Dated the 31st December 1891 (supplemental to the contract of 1887), *between the Secretary of State and the Bengal-Nagpur Railway Company*, as to the construction and working of the Sambalpur Branch railway.

Dated the 27th June 1901 (called the Debenture contract, supplemental to the contract of 1887), *between the Secretary of State and the Bengal-Nagpur Railway Company*, as to the issue of debentures.

Dated the 23rd January 1902 (supplemental to the contract of 1887), *between the Secretary of State and the Bengal-Nagpur Railway Company*, as to the construction of certain new lines and the working of the Northern section of the East Coast railway.

Dated the 28th April 1903 (supplemental to the contract of 1887), *between the Secretary of State and the Bengal-Nagpur Railway Company*, as to the adoption of 1*s.* 4*d.* per rupee as the "prescribed" rate of exchange.

Dated the 22nd February 1910 (supplemental to the contracts of 1887, 1891, 1901, 1902 and 1903), *between the Secretary of State and the Bengal-Nagpur Railway Company*, as to the construction of certain further extensions and branch lines in connection with the Company's undertaking and to certain questions under the contract of 1902.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (i)}}$. **BENGAL-NAGPUR RAILWAY SYSTEM**—*contd.*

1 (*a*) Bengal-Nagpur railway (5′ 6″ gauge)—*contd.*

Contracts—*concld.*

Dated the 5th November 1912 (supplemental to the contracts of 1887, 1891, 1901, 1902, 1903 and 1910) *between the Secretary of State and the Bengal-Nagpur Railway Company*, as to certain modifications of the original contract of 1887 as varied by the several supplemental contracts.

Dated the 4th March 1914 (supplemental to the contracts of 1887, 1891, 1901, 1902, 1903, 1910 and 1912) *between the Secretary of State and the Bengal-Nagpur Railway Company*, as to the adoption of the Government financial year for the preparation of accounts.

Main provisions of contracts—

(i) *Land.*—Provided by the Government at the cost of capital.

(ii) *Government aid.*—Guarantee of interest at 4 per cent per annum in sterling on the Company's ordinary capital of £3,000,000 up to the 31st December 1913. Thereafter on this ordinary capital and on any further ordinary capital that may be required, the guarantee to be 3½ per cent.

(iii) *Distribution of profits:*—

(*A*) *Up to 31st December 1913.*—The net earnings for any complete calendar year up to December 1912, and thereafter for any complete financial year, after providing for:—

(*a*) payment to Government of interest on advances made by Government for capital expenditure on the Company's extensions and on over-drafts of capital in connection with open line capital expenditure, at 3½ per cent per annum up to and including 30th June 1909, and thereafter at 3¾ per cent per annum (except for advances of capital expenditure on the Company's old extensions, interest on which continued to be paid at 3½ per cent per annum),

(*b*) repayment of interest paid by Government to the Company for that year, and

(*c*) payment of interest on capitalized interest under clause 21 of the supplemental contract, dated 23rd January 1902,

are divided in the ratio of ¾ths to the Government and ¼th to the Company if the ordinary capital of £3,000,000 is not increased before that date. If the said capital is increased, the Company's share of surplus profits shall be increased by the fraction which shall bear, to one-fourth the same proportion as the additional capital bears to the existing capital of £3,000,000.

As from 1st January 1901, interest at 3½ per cent per annum on the capital expended by the Government on the Northern section of the East Coast railway, is a charge against the net earnings of the Company's undertaking, and the ¼th share of surplus profits formerly payable to the Company is further divisible between the Government and the Company in the proportion which the gross earnings of the Northern section of the East Coast railway bear to the gross earnings of the remainder of the Company's undertaking.

(*B*) *From 1st January 1914.*—With effect from the 1st January 1914, the net earnings attributable to the two half-years of a financial year, less—

(*a*) interest (not charged to capital under the provisions of the contract of 22nd February 1910) on debentures or debenture stock of the Company,

(*b*) guaranteed interest on Company's open line capital, and

(*c*) interest at 3½ per cent on the Secretary of State's open line capital,

shall be divided between the Secretary of State and the Company in the ratio of the average amounts during the year of the Secretary of State's open line capital and the Company's open line capital, in accordance with the contract of the 5th November 1912.

(iv) *Rates and fares.*—The Government to authorise maximum and minimum rates, and prescribe the various classes of passengers and goods as well as the extent to which, within the maxima and minima, the Company may vary the rates in respect of distance, weight or special conditions.

(v) *Special obligations as to the conveyance of*—

(*a*) Mails, troops, police, high Government officials and Government stores.—To be conveyed on the same general conditions as those in force on State railways of the same gauge and at rates to be approved by Government.

(*b*) Government bullion and coin and the persons in charge thereof.—To be carried at special rates approved by Government.

(vi) *Power of the Government to determine contract.*—The railway and its appurtenances are declared to be absolutely the property of the Government, which may determine the contract by giving twelve months' previous notice on the 31st December 1950 or on the 31st December of any succeeding fifth year.

On the termination of the contract the Company is to hand over to the Government the railway and all its belongings of every description, and the Government are to repay the amount at par of the share capital which has been paid in by the Company.

The contract for the Sambalpur branch brings this branch within the provisions of the original contract of 9th March 1887, but provides that the Government may purchase the branch at any time after 1st January 1895, on giving twelve months' notice.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 1 / Sub-heads (*a*) to (*i*) . **BENGAL-NAGPUR RAILWAY SYSTEM—*contd.***

1 (*a*) Bengal-Nagpur railway (5′ 6″ gauge)—*concld.*

Main provisions of contracts—*concld.*

The contracts of 23rd January 1902 and 22nd February 1910 provide for the construction, maintenance and working of the new lines as part of the Company's undertaking, and are to remain in force until the original contract of 1887 shall be determined.

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract* [*if not determined under* (vi) *or* (vii)].—None specified.

Statistics of working (Those for the periods prior to 1888 will be found in Appendix 38 to the Report for 1907.)—

Includes the Northern section of the late East Coast railway, the Gondia-Chanda, Nagpur-Chhindwara and Jubbulpore-Gondia extensions and Purulia-Ranchi and Raipur-Dhamtari branches.

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each year.*	Percentage of Company's share of net earnings (surplus profits *plus* guaranteed interest on share capital) on Company's capital.	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11	12
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs	Rs.	
1888 .	224·50	5 23,92,291	15,83,293	5,17,461	0·99	28,62,947	...	...	—18,45,486	136	67·32
1889 .	348·18	7,08,75,456	20,40,944	4,03,160	0·57	29,96,364	...	...	—25,93,204	112	80·25
1890 .	536·01	8,14,66,762	28,64,678	5,47,463	0·67	33,88,852	...	...	—28,41,389	94	80·89
1891 .	831·58	9,08,04,164	54,57,356	26,84,453	2·96	35,05,676	...	...	—8,21,223	126	50·81
1892 .	831·58	9,56,14,736	60,83,562	30,09,166	3·05	39,05,345	...	...	—8,97,179	141	50·55
1893 .	862·33	9,80 08,424	64,17,751	32,62,220	3·33	43,97,594	...	...	—11,35,374	144	49·17
1894 .	860·88	9,81,73,789	66,90,648	3 ,58,414	3·32	46,83,993	...	...	—13,25,579	149	51·39
1895 .	860 38	9,88,94,777	68,74,740	35,41,444	3·58	48,56,800	...	...	—13,15,356	153	48 49
1896 .	860·88	11,05,30,319	63,68,525	29,27,869	2·65	48,27,604	...	...	—18,99,735	142	54·03
1897 .	860·88	13,04,58,784	62,00,309	29,79,559	2·28	51,35,240	...	...	—21,55,681	138	51·94
1898 .	1,067·41	14,67,03,520	68,79,193	35,63,854	2·29	54,23,186	...	...	—20,59,332	124	51·10
1899 .	1,190·16	16.65,90,365	90,73,460	47,21,814	2·83	59,75,853	...	...	—12,54,039	147	47 96
1900 .	1,284·35	17,41,74,604	1,29,75,223	77,13,050	4·43	64,90,637	1,33,591	...	+10,38,822	194	40·56
1901 .	1,609·22	21,28,65,061	1,30,77,769	61,48,648	2·89	79,88,163	...	...	—18,39,515	156	52·98
1902 .	1,602·24	23,05,09,658	1,42,18,227	69,37,742	3·01	85,44,311	...	...	—16,06,569	170	51·21
1903 .	1,815·65	24,97,58,940	1,55,47,702	70,45,255	2·82	89,66,131	...	...	—19,20,876	165	54·69
1904 .	1,965·68	26,14,35,453	1,89,12,137	95,87,326	3·67	95,41,624	...	...	+45,702	185	49·31
1905 .	1,980·47	27,33,72,570	2,44,70,900	1,34,04,052	4·90	1,00,32,518	6,67,100	...	+27,04,634	238	45·22
1906 .	1,996·50	28,49,48,582	2,69,47,181	1,41,51,252	4·97	1,03,41,779	7,89,837	...	+30,19,636	259	47·49
1907 .	2,113·35	30,91,90,534	2,89,80,537	1,48,46,149	4·80	1,08,35,545	9,21,460	...	+30,89,144	263	48·77
1908 .	2,300·86	32,39,77,888	2,71,55,960	1,14,06,971	3·52	1,12,34,518	...	...	+1,72,453	227	57·99
1909 .	2,348·63	33,91,49,381	2,87,72,437	1,31,42,676	3·88	1,16,99,565	2,93,048	...	+11,50,063	236	54·32
1910 .	2,395·39	34,75,04,066	3,08,52,867	1,50,32,327	4·33	1,20,04,393	6,22,284	...	+24,05,650	248	51·28
1911 .	2,488·92	35,59,06,842	3,39,70,044	1,68,21,823	4·73	1,22,61,552	9,63,507	6·14	+35,96,764	262	50·48
1912 .	2,489·92	36,36,14,944	4,02,62,849	2,18,48,526	6·01	1,24,78,206	20,44,679	8·54	+73,25,641	311	45·74
1st qr. of 1913.	2,489·92	36,86,24,074	1,15,26,259	69,47,752	1·61	31,56,237	5,82,674	2·29	+22,08,841	356	48·40
1913-14 .	2,673·32	38,74,52,167	4,20,59,348	2,15,05,714	5·55	1,34,01,930	14,99,335	7·20	+66,04,449	303	48·67
1914-15 .	2,670·82	40.20,55,383	4,10,00,804	2,03,23,627	5·05	1,43,12,277	8,32,616	5·35	+51,78,734	295	50·43
1915-16 .	2,683·66	40,76,70,217*	4,43,73,284	2,26,25,105	5·56	1,46,96,631	*10,94,706	5·93	+68,33,768	318	49·01

* The surplus profits for the year 1915-16 were divided between Government and the Company in the proportion of Rs. 25,61,12,072 to Rs. 4,50,00,000.

1 (*b*) Gondia-Chanda Extension, Bengal-Nagpur railway (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Gondia to Nagbhir	10-11-08	80·67		
Nagbhir to Rajoli	1-12-10	31·66		
Rajoli to Babupeth	1-4-13	35·87		
Babupeth to Chanda Fort	20-2-16	1·07		
			149·27	
Extensions—				
Nagbhir, *vid* Itwari to Motibagh	10-11-08	65·47		
Line at Itwari	10-11-08	0·90		
	15-6-11	1·49	67·86	
TOTAL	...	...	...	217·13

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (i)}}$. **BENGAL-NAGPUR RAILWAY SYSTEM—*contd.***

1 (*b*) Gondia-Chanda Extension, Bengal-Nagpur railway (2′ 6″ gauge)—*concld.*

Details of construction—

Permanent-way.—The line is laid with 40-lb. flat-footed steel rails on sâl sleepers.

Ballast.—The line is ballasted with stone and moorum.

Fencing.—The line is not fenced.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Contracts—

The line forms an integral part of the Bengal-Nagpur railway and is worked under the contracts noted under 1 (*a*), Bengal-Nagpur railway (5′ 6″ gauge).

Statistics of working—

Included under 1 (*c*) Jubbulpore-Gondia Extension (2′ 6″ gauge).

1 (*c*) Jubbulpore-Gondia Extension, Bengal-Nagpur railway (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Jubbulpore to Howbagh	*15-9-05	1·00		
Howbagh to Burgi	7-4-05	16·56		
Burgi to Nainpur	5-7-04	51·00		
Nainpur to Gondia	18-4-03	78·73		
Branches—			142·29	
Mandla branch—				
Nainpur to Garha Mandla	15-2-09	26·40		
Barkuhi branch—			26·40	
Nainpur to Seoni	12-2-04	47·10		
Seoni to Chaurai	27-7-04	19·18		
Chaurai to Chhindwara	1-9-04	21·00		
Chhindwara to Khirsadoh	15-3-06	16·13		
Khirsadoh to Barkuhi	21-3-07	5·36		
Katangi branch—			108·77	
Balaghat to Katangi	1-5-13	28·93		
			28·93	
Ram Rama Branch	1-11-13	5·42		
			5·42	
TOTAL OPEN MILEAGE	...	...	...	311·81
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Khirsadoh to Sirgora (sanctioned on 24th June 1904)	...	8·43		
			8·43	
				8·43
GRAND TOTAL	...	...	...	320·24

Details of construction—

Permanent-way.—The permanent-way consists of 41-lb. flat-footed steel rails on sâl sleepers.

Ballast.—The line is ballasted with stone, except between Seoni and Chhindwara where good black ballast has been used. Between Chhindwara and Barkuhi the ballast consists mainly of moorum.

Fencing.—Only important station yards are fenced.

Curves.—The sharpest curve is of 409 feet radius.

Gradients.—The ruling gradient is 1 in 80, except between Khirsadoh and Barkuhi where it is 1 in 60.

Contracts—

The line forms an integral part of the Bengal-Nagpur railway and is worked under the contracts noted under 1 (*a*), Bengal-Nagpur railway (5′ 6″ gauge).

Statistics of working—

Includes the Gondia-Chanda and Nagpur-Chhindwara Extensions.

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	76·95	85,92,012	45,807	20,527	0·24	16	54·69
1904	213·77	1,05,77,313	2,41,318	64,203	0·61	29	73·36
1905	228·77	1,24,34,733	5,09,764	1,27,468	1·02	44	74·99
1906	245·05	1,45,32,197	7,59,895	2,44,105	1·68	60	67·88
1907	250·10	1,89,72,323	10,02,418	3,65,276	1·93	77	63·56
1908	397·67	2,36,27,804	10,91,800	3,05,552	1·29	53	72·01
1909	428·46	2,61,54,689	11,86,745	1,67,544	0·64	53	85·88
1910	458·57	2,78,45,635	14,02,244	2,90,059	1·04	59	79·31
1911	507·59	3,21,83,455	15,64,717	3,59,177	1·12	59	77·05
1912	508·66	3,47,04,985	18,00,931	5,19,768	1·50	68	71·14
1st qr. of 1913.	508·66	3,53,01,590	6,11,057	2,21,399	0·63	92	63·77
1913-14	624·63	3,73,01,570	23,21,318	6,11,012	1·64	71	73·68
1914-15	621·86	3,87,20,451	21,17,248	3,90,901	1 01	65	81·54
1915-16	622·87	4,02,71,995	20,52,540	1,58,457	0·39	63	92·28

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (i)}}$ **BENGAL-NAGPUR RAILWAY SYSTEM—*contd.***

1 (*d*) Mourbhanj State railway (2′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Rupsa to Baripada station	20-1-05	32·41	32·41

Details of construction—

Permanent-way.—The line is laid with 31-lb. flat-footed steel rails on sâl sleepers.

Ballast.—The line is ballasted with screened laterite, gravel and broken laterite.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Agreement—

Without date, *between the Maharaja of Mourbhanj and the Bengal-Nagpur Railway Company*, as to management, maintenance and working approved in Railway Board's letter No. 223-R.T. of the 10th March 1905.

Main provisions of agreement—

(i) *Land.*—Provided by the Mourbhanj State at the cost of capital.

(ii) *Government aid.*—The railway was constructed by the Mourbhanj State, whose property it is, and is managed, maintained, stocked and worked by the Bengal-Nagpur Railway Company as if it were part of the Company's undertaking.

(iii) *Terms of working.*— } The total amount of actual working expenses of the line, including
(iv) *Distribution of profits.*— } cost of maintenance, is deducted by the Company from the gross receipts and the balance is paid to the Maharaja of Mourbhanj at the end of each year.

(v) *Rates and fares.*—Controlled by the Company.

(vi) *Special obligations as to the conveyance of—*

(*a*) Mails, troops, police, high Government officials and Government stores.— } None specified.
(*b*) Government bullion and coin and the persons in charge thereof.— }

(vii) *Power of the Maharaja to determine agreement.*— } The agreement is terminable on 31st December
(viii) *Power of the Company to surrender agreement.*— } of any year on three months' previous notice given by either party to the other.

(ix) *Term of agreement* [*if not determined under* (vii) *or* (viii)].—Not specified.

Statistics of working (Those for the year 1905 will be found in Appendix 38 to the Report 1907).—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1906	32·41	6,76,547	44,825	21,888	3·22	27	51·17
1907	32·41	7,12,765	43,532	21,567	3·03	26	50·46
1908	32·41	7,18,970	50,791	28,633	3·98	30	43·62
1909	32·41	7,19,675	55,490	24,269	3·37	33	56·26
1910 . . .	32·41	7,19,785	53,383	25,256	3·51	35	56·70
1911	32·41	7,20,259	62,154	33,480	4·65	37	46·13
1912	32·41	7,20,259	51,390	22,906	3·18	30	55·43
1st qr. of 1913 . .	32·41	7,20,259	17,566	9,985	1·39	42	43·16
1913-14 . . .	32·41	7,23,469	66,942	37,274	5·15	40	44·32
1914-15 . . .	32·41	7,24,329	54,408	24,839	3·43	32	54·35
1915-16 . . .	32·41	7,26,506	47,580	16,309	2·24	28	65·69

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 1 / Sub-heads (*a*) to (*i*). **BENGAL-NAGPUR RAILWAY SYSTEM—*contd.***

1 (*e*) Nagpur-Chhindwara Extension, Bengal-Nagpur railway (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Itwari to Lodhikhera	1-1-11	38·88		
Lodhikhera to Sausar	10-5-11	7·40		
Sausar to Chhindwara	20-10-13	38·91		
			85·19	
Branches—				
Saoner to Khapa	1-1-11	4·66		
			4·66	
Katchidhana branch	20-10-13	4·08		
			4·08	
TOTAL	...	...	...	93·93

Details of construction—

Permanent-way.—The permanent-way consists of 41-lb. flat-footed steel rails on sâl sleepers.

Ballast.—Cuttings are fully ballasted and banks are being moorumed throughout.

Fencing.—The line is not fenced.

Curves.—The sharpest curve is of 636·6 feet radius.

Gradients.—The ruling gradient is 1 in 80.

Contracts—

This line forms an integral part of the Bengal-Nagpur railway and is worked under the contracts noted under 1 (*a*), Bengal-Nagpur railway (5′ 6″ gauge).

Statistics of working—

Included under 1 (*e*), Jubbulpore-Gondia Extension (2′ 6″ gauge).

1 (*f*) Parlakimedi Light railway (2′ 6″ gauge)—

On the 20th May 1901 the Indian Railways Act, 1890 (IX of 1890), except section 135, was applied to the line. The working of this railway was taken over by the Bengal-Nagpur Railway Company from the 1st January 1902.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Naupada to Parlakimedi	1-4-00	24·62	24·62

Details of construction—

Permanent-way.—The line is laid with 31-lb. flat-footed steel rails on transverse wooden sleepers.

Ballast.—The line is ballasted throughout with laterite, gravel and stone.

Fencing.—Short lengths of fencing have been provided in a few places where the railway runs in cuttings alongside the road.

Curves.—There are no curves of less than 1,000 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Agreement—

Dated the 24th January 1905, *between the Raja of Parlakimedi and the Bengal-Nagpur Railway Company*, as to management, maintenance and working.

Main provisions of agreement—

(i) *Land.*—Provided by the Raja of Parlakimedi at the cost of capital.

(ii) *Government aid.*—The railway was constructed by the Raja of Parlakimedi, whose property it is, and is managed, maintained, stocked and worked by the Bengal-Nagpur Railway Company as if it were part of the Company's undertaking.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } The total amount of actual working expenses of the line, including cost of maintenance, is deducted by the Company from the gross receipts, and the balance is paid to the Raja of Parlakimedi.

(v) *Rates and fares.*—Controlled by the Company.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (i)}}$. **BENGAL-NAGPUR RAILWAY SYSTEM**—*contd.*

1 (*f*) Parlakimedi Light railway (2′ 6″ gauge)—*concld.*

Main provisions of agreement—*concld.*

(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } None specified.

(vii) *Power of the Raja to determine agreement.*—
(viii) *Power of the Company to surrender agreement.*— } The agreement is terminable on 31st December of any year on three months' previous notice given by either party to the other.

(ix) *Term of agreement* [*if not determined under* (vii) *or* (viii)].—None specified.

Statistics of working (Those for the periods prior to 1906 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1906	24·62	7,12,466	21,494	—9,702	...	17	145·14
1907	24·62	7,12,602	25,440	—5,877	...	20	123·10
1908	24·62	7,13,374	26,865	837	0·12	21	96·82
1909	24·62	7,16,528	25,830	6,961	0·97	20	73·05
1910	24·62	7,23,690	27,134	8,277	1·14	21	69·50
1911	24·62	7,36,061	33,186	10,374	1·41	26	68·74
1912	24·62	7,43,584	39,954	11,788	1·59	31	70·10
1st qr. of 1913	24·62	7,53,792	15,113	8,858	1·18	47	41·39
1913-14	24·62	7,54,914	50,679	18,288	2·42	40	63·91
1914-15	24·62	7,56,324	50,129	17,880	2·36	39	64·33
1915-16	24·62	7,63,417	40,735	852	0·11	32	97·91

1 (*g*) Purulia-Ranchi branch, Bengal-Nagpur railway (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Purulia to Ranchi	15-11-07	72·68	
Ranchi to Lohardaga	6-10-18	42·62	
TOTAL	...	...	115·30

Details of construction—

Permanent-way.—The line is laid with 40-lb. flat-footed steel rails on transverse wooden sleepers.

Ballast.—The line is ballasted with stone and gravel.

Fencing.—Only the important level crossings have posts and chains padlocked.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 80.

Contracts—

The line forms an integral part of the Bengal-Nagpur railway and is worked under the contracts noted under 1 (*a*), Bengal-Nagpur railway (5′ 6″ gauge).

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907	72·45	34,48,245	54,108	43,404	1·26	114	19·78
1908	72·68	41,71,748	3,43,434	2,28,979	5·37	91	33·81
1909	72·68	47,56,235	3,38,520	1,86,930	3·93	90	44·78
1910	72·68	48,51,707	3,62,940	1,88,155	3·88	96	48·14
1911	72·68	53,71,766	3,62,864	1,95,681	3·64	96	46·07
1912	72·68	60,03,137	4,69,592	2,79,732	4·66	124	40·43
1st qr. of 1913	72·68	62,20,959	1,21,837	77,271	1·24	129	36·58
1913-14	115·29	67,92,815	5,06,262	2,86,043	4·21	84	43·50
1914-15	115·30	70,97151	5,73,476	3,21,498	4·53	96	43·94
1915-16	115·30	72,26,864	5,79,880	3,02,935	4·19	97	47·76

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (i)}}$. **BENGAL-NAGPUR RAILWAY SYSTEM—*concld.***

1 (*h*) Raipur-Dhamtari branch, Bengal-Nagpur railway (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Raipur to Kurud	10-9-00	31·50		
Kurud to Dhamtari	17-12-00	14·04		
Branch—			45·54	
Abhanpur to Rajim	15-10-00	11·40		
			11·40	
TOTAL	...	...	...	56·94

Details of construction—

Permanent-way.—The line is laid with 31-lb. flat-footed steel rails on sâl sleepers.

Ballast.—Moorum or sand and stone in a few cuttings.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 409 feet radius, at Raipur station.

Gradients.—The ruling gradient of the line is 1 in 200.

Contracts—

The line forms an integral part of the Bengal-Nagpur railway and is worked under the contracts noted under 1 (*a*), Bengal-Nagpur railway (5′ 6″ gauge).

Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1903	56·24	13,96,065	75,187	25,288	1·81	26	66·37
1904	56·24	13,96,065	1,03,537	48,417	3·47	35	53·24
1905	56·24	13,96,077	1,07,418	46,382	3·32	37	56·82
1906	56·94	14,19,283	1,16,088	57,608	4·06	39	50·38
1907	56·94	14,18,139	1,16,696	58,828	4·15	39	49·59
1908	56·94	14,18,139	1,16,387	45,966	3·24	39	60·51
1909	56·94	14,20,126	1,16,202	41,337	2·91	39	64·43
1910	56·94	14,20,126	1,22,475	53,083	3·74	41	56·66
1911	56·94	14,22,020	1,48,003	65,135	4·58	50	55·99
1912	56·94	14,79,387	1,75,687	81,081	5·48	59	53·88
1st qr. of 1913	56·94	14,84,100	55,565	29,533	1·99	75	46·85
1913-14	56·94	14,83,688	1,96,572	1,11,930	7·54	66	43·06
1914-15	56·94	14,88,663	1,91,811	1,06,506	7·15	65	44·47
1915-16	56·94	14,88,376	1,66,190	64,483	4·33	56	61·20

1 (*i*) Mayurbhanj Extension railway (2′ 6″ gauge).—

Date of registration of the Company—1915.

The construction of this line by a branch line company was sanctioned in Railway Board's letter No. $\frac{2329}{3082}$-C., dated the 11th September 1915.

Progress in opening—

Section of railway.	Date of opening.	Mileage.	Total.
1	2	3	4
Baripada to Talband.	...	38·92	38·92

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads } (a) \text{ to } (t)}$. BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM.

Chairman.—Colonel Sir W. S. S. Bisset, K.C.I.E.
Secretary.—C. A. R. Crommelin, Esq.
Offices.—Gloucester House, 110, Bishopsgate, London, E.C.
Date of registration of the former company.—1855.

The property vested in the former Bombay, Baroda and Central India Guaranteed Railway Company was purchased by the Secretary of State on the 31st December 1905, from which date all the contracts then subsisting between the Secretary of State and that Company were determined, the Company was re-constituted and the railway was worked temporarily under the terms of the provisional contract, dated the 27th December 1905, pending the execution of the new contract, dated the 8th April 1907, as from the 1st January 1906. The purchase price was fixed at the sum of £11,685,581, and the Secretary of State agreed to create and issue to the Company, on the 31st December 1905, India 3 per cent stock to the amount of £10,089,146 in satisfaction of £9,685,581, part of the purchase price, the Company raising a new stock capital of £2,000,000 being the unpaid balance of the purchase money of £11,685,581.

Lines comprised in the system.—The Bombay, Baroda and Central India railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Bombay, Baroda and Central India railway (5′ 6″ gauge)	996·05	...	996·05
(*b*) Nagda-Ujjain railway (5′ 6″ gauge)	34·32	...	34·32
(*c*) Petlad-Cambay railway (Anand-Tarapur section) (5′ 6″ gauge)	21·50	...	21·50
(*d*) Petlad-Cambay railway (Tarapur-Cambay section) (5′ 6″ gauge)	12·30	...	12·30
(*e*) Tapti Valley railway (5′ 6″ gauge)	155·48	...	155·48
(*f*) Bombay, Baroda and Central India railway (3′ 3⅜″ gauge)	1,821·61	...	1,821·61
(*g*) Ahmedabad-Dholka railway (3′ 3⅜″ gauge)	33·54	...	33·54
(*h*) Ahmedabad-Parantij railway (3′ 3⅜″ gauge)	88·70	...	88·70
(*i*) Gaekwar's Mehsana railway (3′ 3⅜″ gauge)	152·72	39·56	192·28
(*j*) Jaipur State railway (3′ 3⅜″ gauge)	72·84	66·97	139·81
(*k*) Palanpur-Deesa railway (3′ 3⅜″ gauge)	17·28	...	17·28
(*l*) Vijapur-Kalol-Kadi railway (3′ 3⅜″ gauge)	46·11	...	46·11
(*m*) Billimora-Kalamba railway (2′ 6″ gauge)	26·32	8·66	34·98
(*n*) Broach-Jambusar railway (2′ 6″ gauge)	29·78	...	29·78
(*o*) Gaekwar's Dabhoi railway (2′ 6″ gauge)	147·39	79·30	226·69
(*p*) Kosamba-Zankhvav railway (2′ 6″ gauge)	26·12	22·57	48·69
(*q*) Petlad-Vaso railway (2′ 6″ gauge)	19·03	...	19·03
(*r*) Rajpipla State railway (2′ 6″ gauge)	37·37	1·85	39·22
(*s*) Bodeli-Chhota Udaipur (2′ 6″ gauge)	...	22·65	22·65
(*t*) Navsari-Kamrej Light (2′ 6″ gauge)	...	20·00	20·00
Total	3,738·46	261·56	4,000·02

Running powers—

Home line over foreign lines :—

Dádár Junction to Carnac bridge, Great Indian Peninsula railway (for goods trains only)	4·39
Muttra-Delhi section of the Agra-Delhi Chord railway (for passenger and goods trains)	90·05
Total	94·44

Foreign lines over home line :—

East Indian railway, Agra East Bank to Agra Fort (for passenger trains only)	1·00
Great Indian Peninsula railway at Ujjain (for passenger and goods trains)	0·24
" " " Dádár Junction to Colába (for goods trains only)	7·25
" " " at Agra (for passenger and goods trains)	2·89
Total	11·38

APPENDIX 1—*contd.*

History of railways constructed and in progress

[For Index see page preceding this appen dix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (l)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*a*) Bombay, Baroda and Central India railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Colába to Marine lines	18-1-70	2·00		
Marine lines to Charni Road	19-6-69	0·75		
Charni Road to Grant Road	13-9-68	0·76		
Grant Road to Bulsár	28-11-64	121·00		
Bulsár to Navsári	2-9-61	24·25		
Navsári to Sachin	20-5-61	9·25		
Sachin to Surat	18-3-61	9·00		
Surat to Amroli	19-11-60	2·25		
Amroli to Anklesvar	10-2-60	28·75		
Anklesvar to the Nerbudda	5-12-60	5·57		
Nerbudda to Broach	22-6-60			
Broach to Baroda	9-1-61	43·75		
Baroda to Dholia	22-4-61	11·25		
Dholia to Mehmadabad and Kaira Road	3-9-62	33·25		
Mehmadabad and Kaira Road to Ahmedabad	21-1-63	17·89		
Ahmedabad to Sábarmati	1-1-70	3·75		
Sábarmati to Sánand	24-5-71	13·75		
Sánand to Viramgám	30-11-71	22·98		
			350·20	
Branches and sections—				
Godhra branch—				
Ánand to Dákor	8-4-74	16·75		
Dákor to Rukhyal	6-1-75	1·75		
Rukhyal to Hungari	6-12-76	9·00		
Hungari to Sevalia	29-1-77	4·71		
Sevalia to Godhra	26-2-82	17·00		
			49·21	
Pátri branch—				
Khárághoda to Viramgám	12-5-73	22·12		
			22·12	
Godhra-Baroda chord—				
Baroda to Godhra	23-12-03	43·67		
			43·67	
Godhra-Rutlam-Nagda section—				
Godhra to Limkhera	16-1-93	25·09		
Limkhera to Dohad	7-3-94	19·55		
Dohad to Rutlam	22-10-94	70·46		
Rutlam to Nagda	11-5-96	26·04		
			141·14	
Nagda-Muttra section—				
Nágdá to Morak	15-7-07	101·26		
Morak to Kotah City	26-2-08	35·12		
Kotah City to Kotah Junction	1-5-09	3·48		
Kotah Junction to Siwai Mádhopur	1-5-09	67·38		
Siwai Mádhopur to Gangapur City	1-6-09	39·00		
Gangapur City to Hindaun City	1-10-09	26·84		
Hindaun City to Muttra Junction	15-6-09	66·02		
			339·10	
Agra branch—				
Bayana to Agra	1-12-13	50·61		
			50·61	
TOTAL	...	...	...	996·05
DOUBLE LINE—				
Colába to Marine lines	18-1-70	2·00		
Marine lines to Charni Road	19-6-69	0·75		
Charni Road to Grant Road	13-9-68	0·76		
Grant Road to Máhim	20-7-65	5·44		
Máhim to Bándra	23-2-66	1·07		
Bándra to Santa Cruz	23-5-66	1·83		
Santa Cruz to Andheri	29-8-67	2·71		
Andheri to Bháyndar	27-4-85	13·33		
Bháyndar to Virár	1-10-85	10·84		
Virár to Pálghar	1-12-97	19·28		
Pálghar to Dáhánu Road	17-1-98	20·37		
Dáhánu Road to Gholvad	20-4-00	6·89		
Gholvad to Daman Road	18-10-00	23·19		
Daman Road to Bulsár	29-1-02	16·44		
Bulsár to Sachin	21-4-02	33·50		
Sachin to Kankra Khari	4-7-87	6·30		
Kankra Khari to Surat	5-6-68	2·70		
Surat to Utran	9-10-67	2·15		
Utran to Sáyan	25-5-98	6·40		
Sáyan to Kim	1-10-98	6·30		
Kim to Anklesvar	11-12-99	16·15		
Anklesvar to Nerbudda Bridge	7-2-13	4·17		
Broach to Miyágám	15-10-99	25·25		
Miyágám to Itola	15-9-97	7·75		
Itola to Baroda C cabin	7-6-95	12·00		
Bárejadi to Ahmedabad	2-6-87	10·14		
TOTAL DOUBLE LINE	...	...	257·21	

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number—$\frac{\text{Main head 2}}{\text{Sub-heads (a) to (t)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*a*) Bombay, Baroda and Central India railway (5′ 6″ gauge)—*contd.*

Details of construction—

Permanent-way.—The main line is laid with 69-lb. double-headed, 82-lb. bull-headed and 90-lb. flat-footed steel rails on creosoted pine, Australian and oval pot sleepers.

The branches are laid mostly with 69-lb. double-headed and 48-lb., 50-lb. and 75-lb. flat-footed steel rails on oval pot and wooden sleepers. The Godhra-Rutlam-Nagda section is laid with 75-lb. flat-footed steel rails on transverse steel, deodar, creosoted pine sleepers and cast iron pots and the Nagda-Muttra section, with 87-lb. and 90-lb. flat-footed steel rails on sál, deodar, Australian wood sleepers and cast iron pots north of Nagda.

Ballast.—The line is mostly ballasted with broken stone, gravel and shingle.

Fencing.—Excepting the Pátri branch the line is fenced throughout. One hundred and thirty-seven miles of the Godhra-Rutlam-Nagda section and the station yards only on the rest of this section, are fenced. On the Nagda-Muttra section most of the station yards only are fenced.

Curves.—The sharpest curve on the main line and on the Godhra branch is of 1,500 feet radius, on the Pátri branch of 2,865 feet radius, on the Godhra-Baroda chord of 1,910 feet radius, on the Godhra-Rutlam-Nagda section of 1,000 feet radius and on the Nagda-Muttra section of 1,275 feet radius.

Gradients.—The ruling gradient on the greater part of the main line is 1 in 500, but there are short lengths of 1 in 200 at the approaches to major bridges. On the Godhra branch the ruling grade is 1 in 200, except for a short length at the Mahi low level bridge where it is 1 in 80; on the Pátri branch and the Godhra-Baroda chord it is 1 in 300, except for short lengths of 1 in 200 on the latter. The ruling gradient on the Nagda-Muttra section is 1 in 200, as also on the Godhra-Rutlam-Nagda section with short lengths of 1 in 100 and from 1 in 101 to 1 in 150 between Godhra and Jekot.

Contracts—

Dated the 8th April 1907 (called the principal contract), *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the maintenance, management and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Dated the 15th October 1908 (called the Debenture contract, supplemental to the contract of 1907), *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the issue of debentures or debenture stock of the Company.

Dated the 24th October 1913 (supplemental to the contracts of 1907 and 1908), *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the continuance with further modifications, with effect from the 1st January 1912, the principal contract of the 8th April 1907 and the adoption of the Government financial year for the preparation of accounts.

Main provisions of contracts—

(i) *Land.*—Was provided by the Government free of cost to the former Company. After the 31st December 1905, the cost of land provided by the Government is debited to the appropriate capital account.

(ii) *Government aid.*—The Government guarantee to pay to the Company interest at the rate of 3 per cent per annum on its stock capital of £ 2,000,000 raised in satisfaction of the unpaid balance of the purchase money of £11,685,581, also on the amount which shall for the time being have been paid to the credit of the Secretary of State in respect of any further ordinary stock which the Company may issue with his sanction.

Capital required for the purposes of the undertaking after 31st December 1911 shall, at the option of the Secretary of State, either be advanced by him (in which case he shall be at liberty to call on the Company subsequently to raise money for its repayment), or be provided by the Company by the issue, as the Secretary of State shall decide, of further ordinary stock, or of debentures or debenture stock.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } From the half-yearly gross earnings of the undertaking are deducted the working expenses of the undertaking and all other charges to Revenue account properly attributable to each half-year, the remainder, together with the interest to be credited by the Secretary of State in respect of any balance of unexpended capital in his hands under clause 19 of the contract of the 24th October 1913, being the net receipts.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (t)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*a*) Bombay, Baroda and Central India railway (5′ 6″ gauge)—*concld.*

Main provisions of contracts—*concld.*

The net receipts of the undertaking for each half-year, after deducting payments of net earnings to subsidiary lines, allowances for rebate, direction and other deductions are applied in repayment of interest for the half-year on any debentures or debenture stock of the Company and in payment to the Secretary of State and the Company of interest at 4 per cent per annum on the Secretary of State's preferred capital and on the average amount to the credit of the Company's Capital Account. Next in making good any deficiency in the net receipts of the first half-year of any year as compared to the payment chargeable thereon and mentioned above. The surplus of the two half-years of any year is next applied in payment of interest for the year at 4 per cent on the deferred capital of the Secretary of State and the balance if any remaining is divided between the Secretary of State and the Company in proportion to the average amounts standing to the credit of the Secretary of State and the Company respectively in the Government Capital Account and the Company's Capital Account, including in the Secretary of State's Capital both his preferred and deferred capital. The interest payable by the Secretary of State under the guarantee of 3 per cent is to be deducted from the interest at 4 per cent per annum payable to the Company on the average amount to the credit of the Company's capital account.

(v) *Rates and fares.*—The Government will from time to time authorize maxima and minima rates, and prescribe the several classes and descriptions of passengers and goods to which such rates shall be respectively applicable, as well as the extent to which, within the authorized maxima and minima, the Company may vary the said rates. The Railway Board may at any time require the Company to quote such rates over the undertaking for both passengers and goods to and from the western ports between Karachi and Bombay, inclusive, including a rate from stations of origin and delivery where the route is either entirely or only partly over the undertaking, so as to secure equal treatment of such ports.

(vi) *Special obligations as to the conveyance of—*

(*a*) Mails, troops, high Government officials and Government stores.—To be conveyed on the same general conditions, and at rates to be approved by the Government not being less than those in force on State railways of the same gauge.

(*b*) Government bullion and coin, and the persons in charge thereof.—To be carried at special rates to be approved by the Government.

(vii) *Power of the Government to determine contract.*—Contract may be determined by Government on the 31st December 1941, or on the 31st December of any succeeding fifth year, by giving to the Company in England, 12 calendar months' previous notice.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract [if not determined under* (vii) *and* (viii)*].*—Not specified.

Statistics of working (Those for the periods prior to 1906 will be found in Appendix 38 to the Report for 1907).—

INCLUDES THE GODHRA-RUTLAM-NAGDA AND NAGDA-MUTTRA SECTIONS *from* 1912.

Year.	Mileage open at end of each year.	Total capital outlay including suspense to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each year.*	Percentage of Company's share of net earnings (surplus profits *plus* guaranteed interest on share capital) on Company's capital.	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses *to* earnings.
1	2	3	4	5	6	7	8	9	10	11	12
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	
1906	504·35	12,63,16,478	1,99,81,754	1,05,39,688	8·34	72,58,353	3,95,833	...	+28,85,502	809	47·27
1907	504·35	12,96,92,431	2,10,78,442	1,18,80,851	9·16	71,98,558	4,52,599	...	+42,29,694	852	43·48
1908	504·35	13,48,94,409	2,04,49,999	97,63,713	7·24	72,93,726	1,50,000	...	+23,19,987	780	52·25
1909	504·35	14,18,69,493	2,21,36,727	1,17,56,514	8·29	75,19,552	1,52,517	...	+40,84,445	844	46·89
1910	504·35	14,32,24,042	2,40,62,075	1,24,94,573	8·72	77,49,590	4,30,787	...	+43,14,196	917	48·07
1911	504·35	14,92,98,743	2,47,34,178	1,23,48,704	8·27	78,64,428	4,42,388	4·47	+40,41,888	943	50·07
1912	945·85	21,95,74,123	3,27,92,584	1,61,93,680	7·38	99,59,957	6,58,709	5·19	+55,75,014	667	50·62
1st qr. of 1913	945·85	22,35,94,288	88,37,064	46,83,922	2·09	25,74,807	2,22,340	1·47	+18,76,775	719	47·00
1913-14.	996·23	23,56,10,283	3,60,65,069	1,83,83,393	7·80	1,10,96,209	5,41,271	5·19	+67,45,914	721	49·03
1914-15.	996·30	24,41,98,233	3,41,76,399	1,65,02,921	6·76	1,13,83,504	5,36,456	4·57	+45,82,961	660	51·71
1915-16	996·05	24,97,72,110	3,73,18,037	1,96,00,894	7·85	1,15,64,030	†9,10,326	5·66	+71,26,538	721	47·48

* Includes State outlay on Patri branch, *viz.*, Rs. 8,08,405.

† This figure relates to the entire system. It is made up of surplus profits for the year amounting to Rs. 5,30,638 and the excess amounting to Rs. 3,79,688 of interest at 4 per cent. per annum on the Company's preferred capital over the guaranteed interest at 3 per cent. paid to the Company by the Secretary of State. The surplus profits for the year were divided between the Government and the Company in the proportion of Rs. 62,03,16,616 to Rs. 3,19,92,083.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (t)}}$. BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.*

2 (*b*) Nagda-Ujjain railway. (5′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Nágdá to Ujjain	15-7-96	34·32	34·32

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails on cast iron oval pot sleepers.

Ballast.—The line is ballasted with broken stone.

Fencing.—Only station yards are fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Agreement and contracts—

Agreement, without date, having effect from the 15th July 1896, *between His Highness the Maharaja Scindia of Gwalior and the Bombay, Baroda and Central India Railway Company*, as to management, maintenance and working.

Contract, dated the 1st February 1901, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the revising, and extending up to the 31st December 1905, of the arrangements for working the Rajputana-Malwa railway and other lines.

Contract, dated the 8th April 1907 (called the principal contract), *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the maintenance, management and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Main provisions of agreement and contracts—

(i) *Land.*—Provided free of cost by the Gwalior Durbar.

(ii) *Government aid.*—The line is the property of the Gwalior Durbar (which provides all funds chargeable to the capital account), and is managed, maintained, stocked and worked by the Bombay, Baroda and Central India Railway Company as part of the Company's railway system.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } The Nágdá-Ujjain railway is debited with a share of the working expenses of the Company's railway system in proportion to the total earnings of the Nágdá-Ujjain railway in each half-year, and the balance in favour of or against the Gwalior Durbar is paid over to, or by it, as the case may be.

(v) *Rates and fares.*—To conform generally to those in force on the Godhra-Rutlam-Nagda railway, unless otherwise specially agreed between the Durbar and the Company.

(vi) *Special obligations as to the conveyance of—*

(*a*) Mails, troops, high Government officials and Government stores.—Mails and postal officers on duty to be carried at the rates and on the conditions in force from time to time on State railways. (The agreement does not contain any provision for the carriage at special rates of troops, high Government officials and Government stores.)

(*b*) Government bullion and coin, and the persons in charge thereof.—Not specified.

(vii) *Power of the Durbar to determine agreement.*—
(viii) *Power of the Company to determine agreement.*— } The agreement may be terminated at any time on one year's notice from either party, expiring on the 30th September or 31st March in any year.

(ix) *Term of agreement* [*if not determined under* (vii) *and* (viii)].—Not specified.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (t)}}$ **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*b*) Nagda-Ujjain railway (5′ 6″ gauge)—*concld.*

Statistics of working (Those for the periods prior to 1906 will be found in Appendix 38 to the Report for 1907).—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense to end of each year, i.e., outlay on (i) lines open, and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1906	34·32	22,40,441	1,71,491	91,060	4·06	96	46·90
1907	34·32	22,40,441	1,99,985	1,06,620	4·76	112	46·69
1908	34·32	22,40,441	1,95,491	83,228	3·71	109	57·43
1909	34·32	22,40,441	2,50,437	1,21,895	5·44	140	51·33
1910	34·32	22,40,600	2,59,630	1,34,098	5·98	146	48·36
1911	34·32	22,40,600	2,89,814	1,43,929	6·42	162	50·34
1912	34·32	22,40,600	3,21,131	1,64,593	7·35	180	48·75
1st qr. of 1913	34·32	22,40,600	75,347	41,074	1·83	169	45·49
1913-14	34·32	22,42,194	3,26,870	1,65,627	7·39	183	49·33
1914-15	34·32	22,50,028	2,58,462	1,22,968	5·47	145	52·42
1915-16	34·32	22,53.068	3.48,441	1,86.781	8·29	195	46 40

2 (*c*) Petlad-Cambay railway (Anand-Tarapur section) (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Ánand to Petlád	5-5-90	13·17	
Petlád to Tarapur	20-6-01.	8·33	
TOTAL	...	...	21·50

Details of construction—

Permanent-way.—The permanent-way consists of 66½-lb. flat-footed steel rails on steel sleepers from Ánand to Petlád and on creosoted pine sleepers from Petlád to Tarapur.

Ballast.—The line is ballasted with gravel.

Fencing.—Thirteen miles, between Ánand and Petlád, are fenced. The rest of the line is unfenced, except in station yards.

Curves.—The sharpest curve is of 1,433 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Agreements and contract—

Agreement, without date, having effect from the 5th May 1890, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to management, maintenance and working.

Contract, dated the 8th April 1907 (called the principal contract) *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the maintenance, management and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Agreement, dated the 3rd March 1909, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, modifying the agreement of 5th May 1890.

Agreement, dated the 16th May 1910, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, modifying further the agreement of 5th May 1890.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (t)}}$. BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.*

2 (*c*) Petlad-Cambay railway (Anand-Tarapur section) (5′ 6″ gauge)—*concld.*

Main provisions of agreements and contract—

(i) *Land.*—Provided free of cost by the Baroda Durbar.

(ii) *Government aid.*—The line is the property of the Baroda Durbar (which provides all funds chargeable to the capital account), and is managed, maintained, stocked and worked by the Bombay, Baroda and Central India Railway Company as part of the Company's railway system.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } Excepting the cost of making good damages due to extraordinary casualty which is borne by the Durbar and is chargeable against capital, the Petlad railway is debited for maintenance and working expenses, including the cost of supervision and hire of rolling-stock, with the same percentage of gross earnings as may be incurred in the half-year on the 5′ 6″ and 3′ 3⅜″ gauge lines of the Bombay, Baroda and Central India railway system, and with any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of an amount bearing the same percentage of gross receipts as obtains for similar expenditure on the Bombay, Baroda and Central India railway. The balance in favour of or against the Baroda Durbar is paid over to or by it, as the case may be.

(v) *Rates and fares.*—To be fixed from time to time by the Company with the approval of the Durbar, but in the absence of any special agreement between them, they are, as far as may be, to conform to those generally in force on the Bombay, Baroda and Central India railway (5′ 6″ gauge).

(vi) *Special obligations as to the conveyance of—*
(*a*) Mails, troops, high Government officials and Government stores.—Mails and postal officers on duty to be carried at the rates and on the conditions in force from time to time on State railways in British India. (There is no provision for the carriage at special rates of troops, high Government officials and Government stores.)
(*b*) Government bullion and coin, and the persons in charge thereof.—Not specified.

(vii) *Power of the Durbar to determine agreement.*—
(viii) *Power of the Company to determine agreement.*— } Either party may at any time determine the agreement on giving 12 months' notice to the other.
(ix) *Term of agreement* [*if not determined under* (vii) *and* (viii)].—Not specified.

Statistics of working (Those for the periods prior to 1906 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1906	21·50	11,30,873	1,39,209	73,634	6·51	124	47·11
1907	21·50	11,30,869	1,66,978	88,288	7·81	149	47·13
1908	21·50	11,31,294	1,86,283	80,125	7·08	167	56·99
1909	21·50	11,31,692	1,88,042	90,705	8·01	168	51·76
1910	21·50	11,33,239	2,19,645	1,13,373	10·00	196	48·38
1911	21·50	11,39,453	2,39,635	1,19,183	10·46	214	50·26
1912	21·50	11,46,073	2,54,943	1,29,527	11·30	228	49·19
1st qr. of 1913	21·50	11,47,125	62,414	33,987	2·96	223	45·55
1913-14	21·50	11,50,073	2,43,277	1,21,880	10·60	218	49·90
1914-15	21·50	12,02,487	2,61,224	1,24,500	10·35	234	52·34
1915-16	21·50	12,62,474	2,78,833	1,45,292	11·52	349	47·86

2 (*d*) Petlad-Cambay railway (Tarapur-Cambay section) (5′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Tarapur to Cambay	20-6-01	12·30	12·30

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (t)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*d*) Petlad-Cambay railway (Tarapur-Cambay section) (5′ 6″ gauge)—*concld.*

Details of construction—

Permanent-way.—The permanent-way consists of 66¼-lb. flat-footed steel rails on creosoted pine sleepers.

Ballast.—The line is ballasted with gravel.

Fencing.—Only station yards are fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 600, with a short length of 1 in 200 between Sayama and Cambay.

Agreements and contract—

Agreement, dated the 17th May 1902, *between the Cambay Durbar and the Bombay, Baroda and Central India Railway Company*, as to management, maintenance and working.

Contract, dated the 8th April 1907 (called the principal contract), *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the maintenance, management and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Agreement, dated the 17th October 1908, *between the Cambay Durbar and the Bombay, Baroda and Central India Railway Company*, modifying the agreement of 17th May 1902.

Agreement, dated the 10th May 1910, *between the Cambay Durbar and the Bombay, Baroda and Central India Railway Company*, modifying further the agreement of 17th May 1902.

Main provisions of agreements and contract—

(i) *Land.*—Provided free of cost by the Cambay Durbar.

(ii) *Government aid.*—The line is the property of the Cambay Durbar (which provides all funds chargeable to the capital account), and is managed, maintained, stocked and worked by the Bombay, Baroda and Central India Railway Company as part of the Company's railway system.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*—
(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(a) Mails, troops, high Government officials and Government stores.—
(b) Government bullion and coin, and the persons in charge thereof.—
(vii) *Power of the Durbar to determine agreement.*—
(viii) *Power of the Company to determine agreement.*—
(ix) *Term of agreement* [*if not determined under* (vii) *and* (viii)].—

} As noted under 2 (*c*), Petlad-Cambay railway (Anand-Tarapur section) (5′ 6″ gauge).

Statistics of working (Those for the periods prior to 1906 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1906	12·30	8,11,255	34,531	18,265	2·25	54	47·11
1907	12·30	8,10,876	42,318	22,355	2·76	66	47·17
1908	12·30	8,10,876	44,098	18,932	2·33	69	57·07
1909	12·30	8,50,220	43,431	20,982	2·47	68	51·69
1910	12·30	8,57,150	51,709	26,668	3·11	81	48·43
1911	12·30	8,65,463	57,830	28,728	3·33	90	50·23
1912	12·30	8,66,068	57,833	29,157	3·37	90	49·58
1st qr. of 1913 . .	12·30	8,66,068	15,617	8,492	0·98	96	45·62
1913-14 . . .	12·30	8,66,999	53,711	27,045	3·12	84	49·65
1914-15 . . .	12·30	8,67,002	60,852	29,040	3·35	95	52·28
1915-16 . . .	12·30	8,74,561	68,054	35,624	4·07	106	47·65

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (t)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*e*) Tapti Valley railway (5′ 6″ gauge)—

Date of registration of the Company.—17th June 1896.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Kankra Khari to Vyára	1-12-98	35·59	
Vyára to Chinchpáda	5-6-99	36·55	
Chinchpáda to Nandurbár	20-7-99	25·20	
Nandurbár to Dondaiche	10-11-99	21·44	
Dondaiche to Nardána	25-11-99	19·78	
Nardána to Amalner	15-3-00	16·92	
TOTAL	...	...	155·48

Details of construction—

Permanent-way.—The permanent-way consists of 70-lb. flat-footed steel rails on wooden sleepers.
Ballast.—The line is ballasted throughout with stone.
Fencing.—Only station yards and important level crossings are fenced.
Curves.—The sharpest curve is of 1,910 feet radius.
Gradients.—The ruling gradient is 1 in 200.

Contracts—

Dated the 28th August 1896 (called the principal contract), *between the Secretary of State and the Tapti Valley Railway Company;*
Dated the 30th October 1896 (set forth in the schedule to the principal contract of 1896), *between the Secretary of State and the Bombay, Baroda and Central India Railway Company;*
} as to the construction, management, maintenance and working of the Tapti Valley railway.

Dated the 1st February 1901, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company,* revising, and extending up to the 31st December 1905, the arrangements for the working of the Rajputana-Malwa and other lines.

Dated the 16th January 1902, *between the Secretary of State and the Tapti Valley Railway Company,* modifying the terms on which the Company's line is worked by the Bombay, Baroda and Central India Railway Company.

Dated the 8th April 1907, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company,* as to the maintenance, management and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Dated the 26th August 1907, *between the Secretary of State and the Tapti Valley Railway Company,* for the continuance of the working of the Tapti Valley railway on the terms in force on the 31st December 1905.

Dated the 10th July 1908, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company;*
Dated the 12th November 1908, *between the Secretary of State and the Tapti Valley Railway Company;*
} giving effect, as from the 1st July 1908, to the arrangement agreed upon for the improvement of the rebate from interchanged traffic payable to the Tapti Valley Railway Company by the Bombay, Baroda and Central India Railway Company.

Main provisions of contracts—

(i) *Land.*—In British territory provided by the Government free of cost to the Company. The Secretary of State to use his influence to obtain the free grant of land in Native States.

(ii) *Government aid.*—
(iii) *Distribution of profits.*—
} The Government constructed the line (from funds supplied by the Company), and manage, work, stock and maintain it, through the agency of the Bombay, Baroda and Central India Railway Company. During the continuance of the contracts between the Secretary of State and the Bombay, Baroda and Central India Railway Company relating to the working of State branches, the charge to the Tapti Valley Railway Company in each half-year for the provision of rolling-stock and the working and maintenance of the line, is the share of the general working expenses of the whole of the 5′ 6″ and 3′ 3⅜″ gauge systems of railways worked by the Bombay, Baroda and Central India Railway Company which is attributable to the Tapti Valley railway in proportion to its gross earnings, less the rebate of 45 per cent of the combined shares attributable to the Bombay, Baroda and Central India railway 5′ 6″ and 3′ 3⅜″ gauge systems of the gross earnings from traffic interchanged between those railways which the Government are entitled to retain, provided that the charge is not to exceed 44 per cent of the gross earnings in any year. In the event of the termination of the contracts above referred to, the charge is to be a percentage of the gross earnings not exceeding in any half-year that obtaining on the Bombay, Baroda and Central India railway, nor in any year 50 per cent. The residue of the gross earnings, after deduction the charge for working, etc., is payable to the Tapti Valley Railway Company.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 2 / Sub-heads (*a*) to (*f*). **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*e*) Tapti Valley railway (5′ 6″ gauge)—*concld.*

Main provisions of contracts—*concld.*

By agreement with the Bombay, Baroda and Central India Railway Company, the Government allow to the Tapti Valley Railway Company in respect of each year, by way of rebate, a sum not exceeding 45 per cent of the combined shares attributable to the Bombay, Baroda and Central India railway 5′ 6″ and 3′ 3⅜″ gauge systems of the gross earnings from traffic interchanged between those railways, or either of them, and the Tapti Valley railway, as will, together with the net earnings of the Tapti Valley Railway Company, make up an amount equal to interest for the year at the rate of 4 per cent per annum on the actual capital expenditure. The Government also allow to the Company the sum of Rs. 6,000 per annum towards its office expenses and expenses of management.

(iv) *Rates and fares.*—To be such as may from time to time be arranged between the Government and the working agency, but it is provided that they shall be within the maximum and minimum rates and fares for the time being in force on the Bombay, Baroda and Central India railway (5′ 6″ gauge). The classification of goods is to be in conformity with that in force on the Bombay, Baroda and Central India railway (5′ 6″ gauge).

(v) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, high Government officials, and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
} As in the case of 2 (*a*), Bombay, Baroda and Central India railway (5′ 6″ gauge).

(vi) *Power of the Government to determine contract.*—The Government may, by giving 12 months' notice, determine the contract and acquire the railway—

(*a*) on the 31st December 1921, or at the end of any subsequent period of 10 years, in which case the Government undertake to pay to the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding five years, provided that such sum shall not exceed by more than 20 per cent the total capital expenditure of the Company, nor be less than such capital expenditure; or

(*b*) on the 31st December 1950, in which case the Government will pay to the Company in rupees an amount equal to the total capital expenditure.

(vii) *Power of the Company to surrender contract*—Nil.

(viii) *Term of contract* [*if not determined under* (vi) *or* (vii)].—Not specified.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from the Bombay, Baroda and Central India railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.	Remarks.
1	2	3	4	5	6	7	8	9	10	11	12
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.		
1898	35·91	82,70,413	2,886	...	...	...	...	...	18	48·70	The net earnings for 1898, 1899 and 1st-half of 1900 were credited to interest on capital, and those for 2nd-half of 1900 (including rebate) were treated as a set off against the charge to capital for interest in the accounts for 1st-half of 1901.
1899	138·88	1,21,09,133	2,42,593	...	...	...	...	...	73	47·40	
1900	155·45	1,28,31,291	6,68,475	...	...	...	...	...	85	47·68	
1901	155·48	1,29,18,730	6,00,553	3,42,243	2·65	33,226	3,75,469	2·90	74	43·01	
1902	155·48	1,29,70,581	8,26,485	4,63,242	3·57	45,196	5,08,438	3·92	102	42·95	
1903	155·48	1,30,02,400	8,62,753	4,83,142	3·72	40,258	5,23,400	4·03	107	44·00	
1904	155·48	1,30,77,018	6,58,740	3,68,294	2·82	28,441	3,97,335	3·04	81	44·00	
1905	155·48	1,30,83,629	10,11,222	5,86,921	4·49	2,928	5,89,849	4·51	125	41·96	
1906	155·48	1,30,82,853	11,34,712	6,35,460	4·86	...	6,35,460	4·86	140	44·00	
1907	155·48	1,30,97,237	10,34,612	5,79,383	4·42	...	5,79,383	4·42	128	44·00	
1908	155·48	1,30,90,929	9,98,927	5,59,399	4·27	...	5,59,399	4·27	124	44·00	
1909	155·48	1,31,10,300	11,06,564	6,19,676	4·73	...	6,19,676	4·73	137	44·00	
1910	155·48	1,31,20,549	11,85,910	6,64,110	5·06	...	6,64,110	5·06	147	44·00	
1911	155·48	1,31,37,174	12,91,825	7,23,422	5·51	...	7,23,422	5·51	160	44·00	
1912	155·48	1,31,41,972	14,36,446	8,04,410	6·12	...	8,04,410	6·12	178	44·00	
1st qr. of 1913.	155·48	1,31,43,606	4,01,816	2,25,017	1·71	...	2,25,017	1·71	199	44·00	
1913-14	155·48	1,31,47,512	15,92,836	8,91,988	6·78	...	8,91,988	6·78	197	44·00	
1914-15	155·48	1,31,78,535	13,20,802	7,39,649	5·61	...	7,39,649	5·61	163	44·00	
1915-16	155·48	1,32,03,810	17,22,141	9,64,399	7·30	...	9,64,399	7·30	213	44·00	

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (t)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*f*) Bombay, Baroda and Central India railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
RAJPUTANA SECTION—					
Main line—					
Delhi to Rewári	14-2-73	51·21			
Rewári to Alwar	15-9-74	46·10			
Alwar to Bandikui	7-12-74	37·51			
Bandikui to Dausa	20-4-74	17·84			
Dausa to Jaipur	12-10-74	38·14			
Jaipur to Phulera	1-8-75	34·30			
Phulera to Ajmer	1-8-75	49·92			
Ajmer to Beáwar	15-5-78	32·41			
Beáwar to Haripúr	12-8-79	20·85			
Haripúr to Sojat Road	20-10-80	20·54			
Sojat Road to Pálanpur	1-1-81	148·44			
Pálanpur to Ahmedabad	15-11-79	82·36			
New zero of Ahmedabad-Dholka railway to facing point on main line of Sabarmati	12-2-08	0·66			
Branches and extensions—			580·18		
Viramgam-Wadhwan section—					
Viramgam to Wadhwan*	14-12-02	39·05			
			39·05		*This section was opened on the 5′ 6″ gauge from 25th May 1872 and converted to and opened on the 3′ 3⅜″ gauge, from 14th December 1908.
Farukhnagar Salt branch	14-2-73	7·64			
			7·64		
Agra branch—					
Bandikui to Bharatpur	20-4-74	60·28			
Bharatpur to Agra Fort	11-8-73	33·24			
Agra Fort to Jumna, East Bank (Agra)	1-1-76	1·50			
			95·02		
Sámbhar Lake Salt branch	1-3-75	4·50			
Japog extension	0-10-76	4·50			
Extension of Sámbhar branch to Jhowra	20-12-79	17·00			
Kankaroola Salt branch	15-2-81	1·25			
Additional salt lines in the Sámbhar lake	1-9-91	6·18			
			33·43		
MALWA SECTION—					
Main line—					
Khandwa to Sanáwad	1-2-74	34·20			
Sanáwad to Mortakka	1-4-74	3·50			
Mortakka to Choral	20-1-75	20·50			
Choral to Mhow	1-1-78	15·69			
Mhow to Indore	3-8-76	13·00			
Indore to Fatehabad Junction.	3-8-76	25·23			
Fatehabad Junction to Ratlam	11-7-78	48·75			
Ratlam to Jaora	25-2-80	20·50			
Jaora to Mandsaur	8-4-80	31·75			
Mandsaur to Neemuch	2-7-80	30·25			
Neemuch to Nimbahera	10-3-81	16·49			
Nimbahera to Chitorgarh	19-3-81	17·65			
Chitorgarh to Násirabad	1-12-81	100·65			
Nasirabad to Ajmer	14-2-76	14·15			
Ujjain branch—			392·22		
Fatehabad to Ujjain	3-8-76	12·00			
Ujjain branch extension across the Sipra river to Ujjain city.	1-3-84	†2·88			
			14·88		†Of this 2·10 miles, from Sipra Junction to Sipra station, opened in 1899, are on the 5′ 6″ gauge and is worked by B.B. and C.I. 5′ 6″ gauge railway.
CAWNPORE-ACHNERA SECTION—					
Main line—					
Cawnpore Mill line	26-4-09	2·34			
Cawnpore to Kanauj	15-12-80	49·20			
Kanauj to Farukhabad	1-2-81	36·71			
Farukhabad to Kásganj	14-4-84	66·78			
Kásganj to Háthras Road	1-7-84	34·04			
Háthras Road to Muttra Cantonment	19-10-75	29·11			
Jumna bridge	1-7-84	1·00			
Muttra Cantonment to old connection Muttra Junction.	11-11-07	2·32			
Old connection to Achnera	7-11-81	20·95			
			242·45		
Branches—					
Brahmavart branch	10-11-85	4·78			
Brindaban branch	26-8-89	7·25			
			12·03		
Carried over	...	...	...	1,416·90	

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads } (a) \text{ to } (t)}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*f*) Bombay, Baroda and Central India railway (3′ 3⅜″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward ...	...	...	...	1,416·90	
REWÁRI-BHÁTINDA-FÁZILKA SECTION—					
Main line—					
Rewári to Hissar	20-3-83	88·20			
Hissar to Sirsa	1-1-84	50·75			
Sirsa to Kot Kapúra	1-10-84	*78·24			* Of this 26·28 miles, between Bhátinda and Kot Kapúra, are of mixed (5′ 6″ and 3′ 3⅜″) gauge.
Kot Kapúra to Fázilka	1-1-85	50·26			
			262·45		
Rewári-Phulera Chord—					
Rewári to Narnaul	11-12-04	32·55			
Narnaul to Phulera	18-5-05	100·53			
			133·08		
BROAD (5′ 6″) GAUGE LINES—					
Agra East Bank to Idgah Agra (worked by East Indian railway).	1-1-76	3·07			
At Idgah Agra (worked by Bombay, Baroda and Central India 5′ 6″ gauge) railway.	...	0·29			
At Delhi (worked by Great Indian Peninsula railway).	12-11-03	0·09			
Nangal-Raya Extension at Delhi (worked by North-Western railway).	22-6-15	†5·73			† Opened for goods and troop traffic only.
			9·18	404·71	
TOTAL ...	...	...	...	1,821·61	
DOUBLE LINE, RAJPUTANA SECTION—					
3′ 3⅜″ gauge—					
Agra Fort to Idgah Agra	11-8-78	1·14			
At Delhi	25-12-02	1·78			
			2·92		
5′ 6″ gauge—					
At Delhi	27-2-05	0·09			
			0·09		
TOTAL DOUBLE LINE ...	...	...	...	3·01	

Details of construction—

Permanent-way.—The Rajputana section is laid with 50-lb. flat-footed steel rails on deodar sleepers, excepting 20·08 miles north of Phulera station which have been relaid with 60-lb. rails on steel trough sleepers. The Malwa section has mixed 40-lb. iron, 41¼-lb. and 50-lb. steel flat-footed rails on deodar sleepers. The Cawnpore-Achnera section has 41¼-lb. and 50-lb. steel rails on deodar sleepers. The Rewári-Fázilka section has 41¼-lb. steel rails on deodar sleepers.

Ballast.—The line is ballasted throughout with stone, kunkur, sand and hard quartz.

Fencing.—The following lines are fenced: (1) Rajputana section, main line, Delhi to Ahmedabad *vid* the Rewári-Phulera chord, 521·48 miles; Rewári-Bandikui-Phulera loop, 173·76 miles, and branches, 94·61 miles; (2) Malwa section, main line, Khandwa to Ajmer, 98·30 miles, and branch, 2·17 miles; (3) Cawnpore-Achnera section, main line, 148·23 miles and Brindaban branch, 2·69 miles; and (4) Rewári-Fázilka section, 114·62 miles, including stations.

Curves.—The sharpest curve is of 600 feet radius.

Gradients.—On the main line of the Rajputana section, Delhi to Ahmedabad, *vid* Rewári-Phulera chord; on the Rewári-Bandikui-Phulera loop; and on the Brahmavart branch, the ruling gradient is 1 in 150. On the Agra branch it is 1 in 150, except for 1,058 feet on 1 in 142 and 841 feet on 1 in 145 at mile 1. On the Sambhar branch, it is 1 in 200, except for 3,810 feet on 1 in 150 at the beginning of the line. On the Farukhnagar branch it is 1 in 100. On the Malwa section it is 1 in 150, except between Khandwa and Kalakhund where it is 1 in 100 and between Kalakhund and Patal Pani (Mhow Ghat) where it is 1 in 40. On the Cawnpore-Achnera section, and on the Brindaban branch it is 1 in 200; and on the Rewári-Fázilka section, 1 in 169.

Contracts—
Main provisions of contracts— } As noted under 2 (*a*), Bombay, Baroda and Central India railway (5′ 6″ gauge).

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads } (a) \text{ to } (i)}$. BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.*

2 (*f*) Bombay, Baroda and Central India railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working (Those for the periods prior to 1906 will be found in Appendix 38 to the Report for 1907.)—

INCLUDES THE GODHRA-RUTLAM-NAGDA SECTION *up to* 1911 AND VIRAMGAM-WADHWAN SECTION *from* 1912.

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each year.*	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1906 .	1,915·50	16,65,57,367	2,80,04,905	1,47,43,530	8·35	65,99,940		+81,43,590	281	47·35
1907 .	1,919·20	16,85,93,587	2,87,22,171	1,43,93,902	8·54	55,09,963	Included	+90,83,939	288	49·89
1908 .	1,918·54	17,04,88,727	2,47,43,350	94,10,603	5·33	60,67,222	with 2 (*a*),	+33,43,381	249	61·97
1909 .	1,919·72	18,04,84,544	2,51,98,999	1,08,98,636	6·04	61,19,498	Bombay,	+47,79,138	252	56·75
1910 .	1,919·64	18,18,63,774	2,85,10,644	1,44,84,804	7·96	61,72,944	Baroda	+83,11,860	286	49·20
1911 .	1,917·73	18,23,81,723	3,08,25,507	1,50,88,603	8·27	63,40,819	and Central	+87,42,784	309	51·97
1912 .	1,815·64	16,55,41,245	3,15,97,819	1,61,10,247	9·73	59,67,519	India	+1,01,42,728	335	49·01
1st qr. of 1913	1,815·64	16,66,23,366	81,34,086	45,29,216	2·72	14,56,507	railway (5′ 6″	+30,72,709	345	44·82
1913-14	1,815·64	16,78,56,369	2,98,50,716	1,47,44,027	8·78	53,64,252	gauge).	+93,79,775	316	50·61
1914-15	1,815·64	17,10,31,851	2,86,44,574	1,32,97,462	7·77	57,21,867		+75,75,595	303	53·58
1915-16	1,821·61	17,14,42,885	3,19,96,389	1,68,25,911	9·81	57,08,565	...	+1,11,17,346	338	47·41

(*g*) Ahmedabad-Dholka railway (3′ 3⅜″ gauge)—

Date of registration of the Company.—22nd July 1901.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Sábarmati to Bavla	23-2-03	24·75	
Bavla to Dholka	1-4-03	8·79	
TOTAL ...	...	...	33·54

Details of construction—

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on deodar sleepers.

Ballast.—The line is ballasted with stone.

Fencing.—Only station yards are fenced.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 300, except for 400 feet near Sábarmáti, where it is 1 in 200 and for 4,000 feet between miles 1 and 2, where it is 1 in 286.

Contracts—

Dated the 1st February 1901, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, revising, and extending up to the 31st December 1905, the arrangements for the working of the Rajputana-Malwa railway and other lines.

Dated the 25th March 1902, *between the Secretary of State and the Ahmedabad-Dholka Railway Company*;
Dated the 18th July 1902, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*;
} as to the construction, management, maintenance and working of the Ahmedabad-Dholka railway.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (t)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*g*) Ahmedabad-Dholka railway (3′ 3⅜″ gauge)—*contd.*

Contracts—*concld.*

Dated the 17th September 1902, *between the Secretary of State and the Ahmedabad-Dholka Railway Company*, modifying the contract of 1902, as to the issue and allotment to the Secretary of State of a certain number of fully paid up shares in the capital of the Company.

Dated the 8th April 1907, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the maintenance, management and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Dated the 10th July 1908, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*;
Dated the 12th November 1908, *between the Secretary of State and the Ahmedabad-Dholka Railway Company*; } giving effect, as from the 1st July 1908, to the arrangement agreed upon for the improvement of the rebate from interchanged traffic payable to the Ahmedabad-Dholka Railway Company by the Bombay, Baroda and Central India Railway Company.

Main provisions of contracts—

(i) *Land.*—Provided by the Government free of cost to the Company.

(ii) *Government aid.*—
(iii) *Distribution of profits.*— } The Government constructed the line (from funds supplied by the Company), and manage, work, stock and maintain it, through the agency of the Bombay, Baroda and Central India Railway Company. During the continuance of the working agreement with the Bombay, Baroda and Central India Railway Company, the charge to the Ahmedabad-Dholka Railway Company for the provision of rolling-stock and the working and maintenance of the line, is the share of the general working expenses of the whole system of the 5′ 6″ and 3′ 3⅜″ gauge lines worked by the Bombay, Baroda and Central India Railway Company which is attributable to the Ahmedabad-Dholka railway in proportion to its gross earnings, less the amount of rebate of 45 per cent of the combined shares attributable to the Bombay, Baroda and Central India railway 5′ 6″ and 3′ 3⅜″ gauge systems of the gross earnings from traffic interchanged between those railways which the Government are entitled to retain, provided that the charge is not to exceed 44 per cent of the gross earnings in any year. In the event of the working agreement with the Bombay, Baroda and Central India Railway Company terminating before the contract with the Ahmedabad-Dholka Railway Company, the charge for working the latter Company's line is to be such percentage of the gross earnings as may be provided in any other working agreement that may be entered into, or, if the line be worked by State agency, such percentage as the Secretary of State may consider just or reasonable; but it is not in either case to exceed the percentage of working expenses on gross earnings obtaining on the Bombay, Baroda and Central India railway, or 50 per cent in any year. The residue of the gross earnings, after deduction of the charge for working, etc., is payable to the Ahmedabad-Dholka Railway Company. By agreement with the Bombay, Baroda and Central India Railway Company, the Government allow to the Ahmedabad-Dholka Railway Company in respect of each year, by way of rebate, a sum not exceeding 45 per cent of the combined shares attributable to the Bombay, Baroda and Central India railway 5′ 6″ and 3′ 3⅜″ gauge systems of the gross earnings from traffic interchanged between those railways, or either of them, and the Ahmedabad-Dholka railway, as will, together with the net earnings of the Ahmedabad-Dholka Railway Company, make up an amount equal to interest for the year at the rate of 4 per cent per annum on the actual capital expenditure. The Government also allow to the Company the sum of Rs. 5,000 per annum towards its office expenses and expenses of management; but when the Company's net earnings in any year exceed 4 per cent on the capital expenditure, the excess is to be applied towards the reduction of this allowance.

(iv) *Rates and fares.*—To be such as may from time to time be arranged between the Government and the working agency, but it is provided that they shall be within the maximum and minimum for the time being in force on the Bombay, Baroda and Central India railway (3′ 3⅜″ gauge). The classification of goods is to be in conformity with that in force on the Bombay, Baroda and Central India railway (3′ 3⅜″ gauge).

(v) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, high Government officials, and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } As in the case of 2 (*f*), Bombay, Baroda and Central India railway (3′ 3⅜″ gauge).

(vi) *Power of the Government to determine contract.*—The Government may, by giving 12 months' notice, determine the contract and acquire the railway on the 30th June 1922, or at the end of any subsequent period of 10 years, in which case the Government undertake to pay to the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding three years, provided that such sum shall not exceed by more than 20 per cent the total capital expenditure of the Company, nor be less than such capital expenditure.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads } (a) \text{ to } (i)}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*g*) Ahmedabad-Dholka railway (3′ 3⅜″ gauge)—*concld.*

Main provisions of contracts—*concld.*

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract* [*if not determined under* (vi) *or* (vii)].—Not specified.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from the Bombay, Baroda and Central India railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1903 . .	33·50	10,02,172	64,261	35,986	3·59	...	35,986	3·59	45	44·00
1904 . .	33·50	10,17,308	99,044	55,465	5·45	...	55,465	5·45	57	44·00
1905 . .	33·50	10,44,995	98,214	57,203	5·47	...	57,203	5·47	56	41·76
1906 . .	33·50	10,83,722	1,00,743	56,418	5·21	...	56,418	5·21	58	44·00
1907 . .	33·50	11,11,330	1,15,159	64,489	5·80	...	64,489	5·80	66	44·00
1908 . .	33·50	10,91,212	1,28,206	71,795	6·58	...	71,795	6·58	74	44·00
1909 . .	33·54	11,05,286	1,20,149	67,283	6·09	...	67,283	6·09	69	44·00
1910 . .	33·54	11,10,987	1,29,669	72,615	6·54	...	72,615	6·54	74	44·00
1911 . .	33·54	11,17,717	1,32,107	73,980	6·62	...	73,980	6·62	76	44·00
1912 . .	33·54	11,17,717	1,33,740	74,895	6·70	...	74,895	6·70	77	44·00
1st qr. of 1913	33·54	11,17,717	28,368	15,886	1·42	...	15,886	1·42	65	44·00
1913-14 . .	33·54	11,17,443	1,24,609	69,781	6·24	...	69,781	6·24	71	44·00
1914-15 . .	33·54	11,17,443	1,24,409	69 669	6·23	...	69,669	6·23	71	44·00
1915-16 . .	33·54	11,17,443	1,23,728	69,288	6·20	...	69,288	6·20	71	44·00

2 (*h*) Ahmedabad-Parantij railway (3′ 3⅜″ gauge)—

Date of registration of the Company.—6th January 1896.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Ahmedabad to Talod	1-5-97	32·82	
Talod to Parántij	2-7-97	7·83	
Parántij to Himmatnagar	23-10-97	14·05	
Himmatnagar to Khed Brahma	1-7-11	34·00	
TOTAL . .	...	...	88·70

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on creosoted pine and deodar sleepers.

Ballast.—The line is ballasted with kunkur, sand and stone.

Fencing.—Only station yards are fenced.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Contracts—

Dated the 13th March 1896 (called the principal contract), *between the Secretary of State and the Ahmedabad-Parántij Railway Company*, as to the construction of the Ahmedabad-Parántij railway.

Dated the 4th June 1896, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working by the Company of the Ahmedabad-Parántij railway.

Dated the 1st February 1901, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, revising, and extending up to the 31st December 1905, the arrangements for the working of the Rajputana-Malwa and other lines.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (t)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM**—*contd.*

2 (*h*) Ahmedabad-Parantij railway (3′ 3⅜″ gauge)—*contd.*

Contracts—*concld.*

Dated the 29th January 1902, *between the Secretary of State and the Ahmedabad-Parántíj Railway Company*, modifying the terms on which the Company's line is worked by the Bombay, Baroda and Central India Railway Company.

Dated the 8th April 1907, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Dated the 17th September 1907, *between the Secretary of State and the Ahmedabad-Parántíj Railway Company*, for the continuance of the working of the Ahmedabad-Parántíj railway on the terms in force on the 31st December 1905.

Dated the 2nd October 1908, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*;

Dated the 24th November 1910, *between the Secretary of State and the Ahmedabad-Parántíj Railway Company*;

} as to the construction, management, maintenance and working of the Brahmakhed extension as part of the Ahmedabad-Parántíj railway, subject to the modifications therein set forth of the terms applicable to the main line.

Main provisions of contracts—

(i) *Land.*—Provided by the Government free of cost to the Company. The Secretary of State to use his influence to obtain the free grant of land in Native States.

(ii) *Government aid.*—
(iii) *Distribution of profits.*— } The Government constructed the line (from funds supplied by the Company), and manage, work, stock and maintain it, through the agency of the Bombay, Baroda and Central India Railway Company. During the continuance of the contracts between the Secretary of State and the Bombay, Baroda and Central India Railway Company relating to the working of State branches, the charge to the Ahmedabad-Parántíj Railway Company in each half-year for the provision of rolling-stock and the working and maintenance of the line is the share of the general working expenses of the whole of the 5′ 6″ and 3′ 3⅜″ gauge systems of railways worked by the Bombay, Baroda and Central India Railway Company which is attributable to the Ahmedabad-Parántíj railway in proportion to its gross earnings, less the rebate of 10 per cent of the combined shares attributable to the Bombay, Baroda and Central India railway 5′ 6″ and 3′ 3⅜″ gauge systems of the gross earnings from traffic interchanged between those railways which the Government is entitled to retain, provided that the charge is not to exceed 44 per cent of the gross earnings in any year. In the event of the termination of the contracts above referred to, the charge is to be a percentage of the gross earnings not exceeding in any half-year that obtaining on the Bombay, Baroda and Central India railway, nor in any year 44 per cent. The residue of the gross earnings, after deduction of the charge for working, etc., is payable to the Ahmedabad-Parántíj Railway Company.

By agreement with the Bombay, Baroda and Central India Railway Company, the Government allow to the Ahmedabad-Parántíj Railway Company in respect of each year, by way of rebate, a sum not exceeding 10 per cent of the combined shares attributable to the Bombay, Baroda and Central India railway 5′ 6″ and 3′ 3⅜″ gauge systems of the gross earnings from traffic interchanged between those railways, or either of them, and the Ahmedabad-Parántíj railway, as will, together with the net earnings of the Ahmedabad-Parántíj Railway Company, make up an amount equal to interest for the year at the rate of 4 per cent per annum until the close of the half-year next after that in which the Brahmakhed extension is opened throughout for public traffic, and thereafter at 5 per cent per annum, on the actual capital expenditure. The Government also allow to the Company the sum of Rs. 5,000 per annum until the close of the half-year next after that in which the Brahmakhed extension is opened throughout for public traffic, and thereafter Rs. 6,000 per annum towards its office expenses and expenses of management.

(iv) *Rates and fares.*—To be such as may from time to time be arranged between the Government and the working agency, but it is provided that they shall be within the maximum and minimum rates and fares for the time being in force on the Bombay, Baroda and Central India railway (3′ 3⅜″ gauge). The classification of goods is to be in conformity with that in force on the Bombay, Baroda and Central India railway (3′ 3⅜″ gauge).

(v) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, high Government officials, and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } As in the case of 2 (*a*), Bombay, Baroda and Central India railway.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (i)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*h*) Ahmedabad-Parantij railway (3′ 3⅜″ gauge)—*concld.*

Main provisions of contracts—*concld.*

(vi) *Power of the Government to determine contract.*—The Government may, by giving 12 months notice, determine the contract and acquire the railway—

(*a*) on the 31st December 1930, or at the end of any subsequent period of 10 years, in which case the Government undertake to pay to the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding five years, provided that such sum shall not exceed by more than 20 per cent the total capital expenditure of the Company, nor be less than such capital expenditure, or

(*b*) on the 31st December 1946, in which case the Government will pay to the Company in rupees an amount equal to the total capital expenditure.

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract* [*if not determined under* (vi) *or* (vii)].—Not specified.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from the Bombay, Baroda and Central India railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1897 .	54·59	19,42,211	69,069	86,665	1·89	...	36,665	1·89	46	46·92
1898 .	54·59	19,42,971	1,49,790	85,836	4·42	...	85,836	4·42	53	42·70
1899 .	54·70	19,49,616	2,10,634	1,21,687	6·24	...	1,21,687	6·24	74	42·23
1900 .	54·70	19,55,805	2,65,105	1,55,952	7·98	...	1,55,952	7·98	93	41·17
1901 .	54·70	19,49,855	1,77,438	99,365	5·10	...	99,365	5·10	62	44·00
1902 .	54·70	19,70,012	1,79,794	1,00,685	5·11	...	1,00,685	5·11	63	44·00
1903 .	54·70	19,88,869	1,50,112	84,063	4·23	...	84,063	4·23	53	44·00
1904 .	54·70	19,89,045	1,86,227	1,04,287	5·24	...	1,04,287	5·24	65	44·00
1905 .	54·70	19,91,753	1,98,713	1,15,469	5·80	...	1,15,469	5·80	70	41·89
1906 .	54·70	19,98,023	2,20,934	1,23,727	6·19	...	1,23,727	6·19	78	44·00
1907 .	54·70	20,08,966	2,64,637	1,48,197	7·38	...	1,48,197	7·38	93	44·00
1908 .	54·70	20,26,012	2,95,664	1,65,572	8·17	...	1,65,572	8·17	104	44·00
1909 .	54·70	20,32,797	3,04,884	1,70,735	8·40	...	1,70,735	8·40	107	44·00
1910 .	54·70	28,71,710	3,21,710	1,80,158	6·27	...	1,80,158	6·27	113	44·00
1911 .	88·70	36,40,022	3,52,475	1,97,386	5·42	...	1,97,386	5·42	94	44·00
1912 .	88·70	36,64,696	3,47,122	1,94,388	5·30	...	1,94,388	5·30	75	44·00
1st qr. of 1913 .	88·70	36,83,679	1,03,425	57,918	1·57	...	57,918	1·57	90	44·00
1913-14 .	88·70	37,08,874	4,02,382	2,25,334	6·08	...	2,25,334	6·08	87	44·00
1914-15 .	88 70	37,18,868	4,25,995	2,38,557	6·42	...	2,38,557	6·42	92	44·00
1915-16 .	88·70	37,18,830	3,84,630	2,15,393	5·79	...	2,15,393	5·79	83	44·00

2 (*i*) Gaekwar's Mehsana railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Viramgam-Mehsana-Taranga Hill section—				
Viramgam to Mehsana	1-2-91	40·21		
Mehsána to Vadnagar	21-3-87	20·73		
Vadnagar to Kherálu	12-12-88	7·00		
Kherálu to Taranga Hill	20-8-09	7·79		
			75·73	
Wagrod extension—				
Mehsána to Pátan	20-7-91	24·69		
Pátan to Wagrod	15-1-15	14·72		
			39·41	
Harij branch—				
Manund Road to Harij	23-10-08	20·95		
			20·95	
Bechraji extension—				
Chanasma to Bechraji	23-10-08	16·63	16·63	
TOTAL OPEN MILEAGE	...	...	...	152·72
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Wagrod to Kakoshi Metrana Road (sanctioned on 15th March 1912)	...	10·00		
Khalipur to Khakhal (sanctioned on 15th March 1912)	...	17·12		
Wagrod to Khareda (sanctioned on 14th January 1913)	...	12·44	39·56	39·56
GRAND TOTAL	...	...	...	192·28

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (i)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*i*) Gaekwar's Mehsana railway (3′ 3⅜″) gauge—*contd.*

Details of construction—

Permanent-way.—Except from mile 10 to mile 24·69 of the Mehsána-Pátan section, which is laid with 40-lb. iron rails on deodar sleepers, the line is laid with 41¼-lb. flat-footed steel rails on steel, deodar, half round jungle teak and Australian hard wood sleepers.

Ballast.—The line between Mehsána and Taranga Hill is ballasted with stone, between Manund Road and Harij and between Chanasma and Bechraji, with lime stone and the rest with kunkur.

Fencing.—Of the Manund Road-Harij and Chanasma-Bechraji sections only the station yards are fenced; and of the other three sections 41¼ miles are fenced by wire, and the rest with cactus, but this latter has in several places been entirely destroyed by floods and locusts and what remains is much broken up. On the Patan-Wagrod section only the station yards are fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—On the Mehsána-Kherálu section the ruling gradient is 1 in 150, except for 5,100 feet, between Varetha and Taranga Hill, where it is 1 in 75. On the Mehsána-Viramgam section it is 1 in 400, except for 1,350 feet between miles 5 and 6 where it is 1 in 200 and 900 feet between miles 12 and 13 where it is 1 in 300. On the Mehsána-Pátan section it is 1 in 400, except for 850 feet between miles 6 and 7 where it is 1 in 200. On the Patan-Wagrod section it is 1 in 150, on the Manund Road-Harij section, 1 in 200 and on the Chanasma-Bechraji section, 1 in 366, all in banking section.

Agreements and contract—

Agreement, dated the 17th June 1893 (called "the Mehsána Working Agreement"), *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working by the Company of the Gaekwar's Mehsána railway.

Contract, dated the 8th April 1907 (called the principal contract), *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the maintenance, management and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Agreement, dated the 20th July 1908, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to the construction by the Company of the Gaekwar's Kherálu-Dabhora railway.

Agreement, dated the 20th July 1908, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to the construction by the Company of the Gaekwar's Manund Road-Harij and Chanasma-Bechraji railways.

Agreement, dated the 16th February 1909, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, modifying, as from the 27th March 1908 to the 26th March 1909, inclusive, the Mehsána Working Agreement of the 17th June 1893.

Agreement, dated the 15th December 1909, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working of the Manund Road-Harij and Chanasma-Bechraji lines from the date of opening to public traffic up to and including the 22nd October 1910.

Agreement, dated the 16th May 1910, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, for the continuance of the management, maintenance and working, from the 27th March 1909, of the Mehsána-Kherálu, Mehsána-Viramgam and Mehsána-Pátan railways, subject to further modifications of the Mehsána Working Agreement of the 17th June 1893.

Agreement, dated the 17th May 1910, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working of the Kherálu-Varetha (Taranga Hill) extension, subject to further modifications of the Mehsána Working Agreement of the 17th June 1893.

Agreement, dated the 3rd December 1910, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to the maintenance and working of the Manund Road-Harij and Chanasma-Bechraji lines as from the 23rd October 1910, subject to further modifications of the Mehsána Working Agreement of the 17th June 1893.

Main provisions of agreements and contract—

(i) *Land.*—As under 2(*c*), Petlad-Cambay railway (Anand-Tarapur section) (5′ 6″ gauge.)

(ii) *Government aid.*—The lines are the property of the Baroda Durbar (which provides all funds chargeable to the capital account), and are managed, maintained, stocked and worked by the Bombay, Baroda and Central India Railway Company as part of the Company's railway system.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (t)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*i*) Gaekwar's Mehsána railway (3′ 3⅜″ gauge)—*concld.*

Main provisions of agreements and contract—*concld.*

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } Excepting the cost of making good damages due to extraordinary casualty which is borne by the Durbar and is chargeable against capital, the Mehsána railway and the Manund Road-Harij and Chanasma-Bechraji railways are debited for maintenance and working expenses, including the cost of supervision and hire of rolling-stock, with the same percentage of gross earnings as may be incurred in the half-year on the 5′ 6″ and 3′ 3⅜″ gauge lines of the Bombay, Baroda and Central India railway system, and also with any single item of capital expenditure on "New minor works" costing Rs. 2,000 or less, subject to a maximum charge on such account of an amount bearing the same percentage of gross receipts as obtains for similar expenditure on the Bombay, Baroda and Central India railway. The balance in favour of or against the Baroda Durbar is paid over to, or by it, as the case may be.

(v) *Rates and fares.*—To be fixed from time to time by the Company with the approval of the Durbar; but in the absence of any special agreement between them, they are, as far as may be, to conform to those generally in force on the Bombay, Baroda and Central India railway (3′ 3⅜″ gauge).

(vi) *Special obligations as to the conveyance of*—
(*a*) Mails, troops, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
(vii) *Power of the Durbar to determine agreement.*—
(viii) *Power of the Company to determine agreement.*—
(ix) *Term of agreement* [*if not determined under* (vii) *and* (viii)].—
} As under 2(*c*), Petlad-Cambay railway (Anand-Tarapur section—5′ 6″ gauge).

Statistics of working. (Those for the periods prior to 1906 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open, and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1906 . . .	92·63	42,78,388	4,20,777	2,24,124	5·25	87	46·74
1907 . . .	92·63	50,55,731	4,34,908	2,30,317	4·56	90	47·04
1908 . . .	130·21	52,16,404	4,55,749	1,98,036	3·70	88	57·64
1909 . . .	138·01	53,43,871	5,57,782	2,56,206	4·79	78	54·06
1910 . . .	138·00	55,89,610	6,30,415	3,18,759	5·61	88	50·25
1911 . . .	138·00	57,02,244	6,46,429	3,20,799	5·63	90	50·37
1912 . . .	138·00	57,16,157	6,61,472	3,36,647	5·89	92	49·11
1st qr. of 1913 .	138·00	57,23,067	1,58,077	86,374	1·51	88	45·36
1913-14 . . .	138·00	57,80,979	6,58,961	3,30,495	5·72	92	49·85
1914-15 . . .	152·72	66,46,657	7,07,195	3,37,010	5·07	96	52·35
1915-16 . . .	152·72	64,67,495	7,14,241	3,72,108	5·75	90	47·90

2 (*j*) Jaipur State railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total	Grand total.
1	2	3	4	5
Sánganer to Nawai	10-11-05	32·18		
Nawai to Siwai-Mádhopur	*17-10-07	40·66		
TOTAL OPEN MILEAGE . .	...	...	72·84	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Jaipur to Reengus (sanctioned on 12th December 1913) . .	...	36·00		
Reengus to Sikar (sanctioned on 5th October 1914) . . .	...	30·97	66·97	
GRAND TOTAL . .	...	...	...	139·81

Details of construction—

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails laid on deodar sleepers.

Ballast.—The line is ballasted with stone.

Fencing.—The line is unfenced except at stations and at points where the line crosses the main road.

Curves.—The sharpest curve is of 2,865 feet radius.

Gradients.—The ruling gradient is 1 in 250, except for 4 miles and 1,080 feet at the beginning of the line where it is 1 in 200.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (t)}}$ · **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*j*) Jaipur State railway (3′ 3⅜″ gauge)—*concld.*

Agreement—

Agreement, dated the 11th September 1906, *between the Jaipur Durbar and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working by the Company of the Jaipur State railway.

Railway Board's letter No. 1310 R.T., dated the 30th October 1907, as to the payment of rebate to the Jaipur Durbar.

Main provisions of agreement—

(i) *Land.*—Provided by the Jaipur Durbar at the cost of capital.

(ii) *Government aid.*—The line is the property of the Jaipur Durbar (which provides all funds chargeable to the capital account), and is managed, maintained, stocked and worked by the Company as part of its railway system. By way of rebate the Government allow out of their share of the net earnings of the Bombay, Baroda and Central India railway (3′ 3⅜″ gauge) (outside the contract between the Secretary of State and the Bombay, Baroda and Central India Railway Company), a sum up to 10 per cent of the net earnings of the main line from traffic interchanged with the Jaipur State railway to such extent as is necessary to make up, together with the net earnings of the Jaipur railway, an amount sufficient to give a return of 3½ per cent per annum on the capital expenditure incurred.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*—
Excluding the cost of making good damages due to extraordinary casualty which is borne by the Durbar and is chargeable against capital, the Jaipur State railway is debited for maintenance and working expenses, including the cost of supervision and use of rolling-stock, with the same percentage of the gross earnings of the Jaipur State railway as the total expenditure incurred on the entire Bombay, Baroda and Central India railway system bears to the earnings of that system, and also with any single item of capital expenditure not exceeding Rs. 2,000, subject to a maximum charge on such account of an amount bearing the same percentage of gross receipts as obtains for similar expenditure on that system. The balance in favour of or against the Jaipur Durbar is paid over to, or by, it as the case may be.

(v) *Rates and fares.*—To be fixed from time to time by the Company with the approval of the Jaipur Durbar and, in the absence of any special agreement between them, to conform, as far as may be, to those generally in force on the Bombay, Baroda and Central India railway (3′ 3⅜″ gauge).

(vi) *Special obligations as to the conveyance of—*

(*a*) Mails, troops, high Government officials and Government stores.—Mails and postal officers on duty to be carried at the rates and on the conditions in force from time to time on State railways in British India. (There is no provision for the carriage at special rates of troops, high Government officials and Government stores.)

(*b*) Government bullion and coin, and the persons in charge thereof.—Not specified.

(vii) *Power of the Durbar to determine agreement.*—
(viii) *Power of the Company to determine agreement.*—
After 2 years from the date of opening (*viz.*, the 17th October 1907) of the Jaipur State railway the agreement may be determined by either party giving to the other 12 calendar months' notice expiring on the 30th September or 31st March of any year,

(ix) *Term of agreement* [*if not determined under* (vii) *and* (viii)].—None specified.

Statistics of working. (Those for the year 1905 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open, and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1906 . . .	32·18	14,77,188	68,943	36,617	2·48	41	46·89
1907 . . .	72·84	23,42,013	97,734	49,708	2·12	46	49·14
1908 . . .	72·84	24,01,041	1,16,415	49,648	2·07	31	57·35
1909 . . .	72·84	24,02,410	1,44,902	68,820	2·86	38	52·51
1910 . . .	72·84	24,03,971	2,14,761	1,10,290	4·59	57	48·65
1911 . . .	72·84	24,09,763	2,70,084	1,33,743	5·55	71	50·48
1912 . . .	72·84	24,09,763	3,13,550	1,58,641	6·58	83	49·40
1st qr. of 1913 . .	72·84	24,12,332	96,283	52,137	2·16	102	45·82
1913-14 . .	72·84	24,74,723	3,12,429	1,57,262	6·35	82	49·66
1914-15 . . .	72·84	36,40,371	2,94,080	1,40,235	3·85	78	52·31
1915-16 . . .	72·84	45,76,524	3,94,842	2,09,788	4·58	104	46·87

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (t)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*k*) Pálanpur-Deesa railway (3′ 3⅜″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Pálanpur to Deesa	8-11-93	17·28	17·28

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails, 2·75 miles of which are laid on cast iron plate sleepers and the rest on wooden sleepers of various kinds.

Ballast.—The line is ballasted with stone and sand.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Contracts—

Letter from the Government of India, Public Works Department, No. 352 R.C., dated the 25th March 1892, to the Government of Bombay;
Letter from the Under Secretary of State for India, No. 682, dated the 18th May 1892, to the Board of Directors, Bombay, Baroda and Central India Railway Company;
Letter from the Board of Directors, Bombay, Baroda and Central India Railway Company, No. 611, dated the 20th May 1892, to the Under Secretary of State for India;
Letter from the Under Secretary of State for India, No. 920, dated the 22nd June 1892, to the Board of Directors, Bombay, Baroda and Central India Railway Company;
Letter from the Government of Bombay, No. 1643, dated the 19th August 1892, to the Government of India, Public Works Department;
} as to the construction, management, maintenance and working, by the Bombay, Baroda and Central India Railway Company, of the Pálanpur-Deesa railway as a part of the Rajputana-Malwa railway.

Contract, dated the 1st February 1901, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company, revising,* and extending up to the 31st December 1905, the arrangements for the working of the Rajputana-Malwa and other lines.

Contract, dated the 8th April 1907, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company,* as to the management, maintenance and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Main provisions of contracts—

(i) *Land.*—Provided free of cost by the Pálanpur Durbar.

(ii) *Government aid.*—The railway is owned jointly by the Government and the Pálanpur Durbar, and the former provide any further open line capital funds. It was constructed and is managed, maintained, stocked and worked by the Bombay, Baroda and Central India Railway Company as part of the Bombay, Baroda and Central India railway (3′ 3⅜″ gauge).

(iii) *Terms of working.*—The railway is debited with a share of the general working expenses of the Bombay, Baroda and Central India Railway Company's system in proportion to the gross earnings of the Pálanpur-Deesa railway.

(iv) *Distribution of profits.*—The net earnings, after deducting the working expenses as in (iii) above, in any half-year, are to be divided between the Government and the Pálanpur Durbar in proportion to the capital provided by each, after excluding (so long as the line remains a 3′ 3⅜″ gauge one) from the Government capital the sum of Rs. 25,117 the extra expenditure incurred in providing a 5′ 6″ gauge sub-structure.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of*—
(*a*) Mails, troops, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
} As under 2 (*f*) Bombay, Baroda and Central India railway (3′ 3⅜″ gauge).

(vii) *Power of the Government to determine contract.*—
(viii) *Power of the Company to determine contract.*—
(ix) *Term of contract.*—
} The agreement is co-terminous with the Company's contract with the Secretary of State for working the Bombay, Baroda and Central India railway (3′ 3⅜″ gauge), unless it be decided to extend the railway in which case it will be open to the Government to terminate the working arrangement on giving the Company 6 months' notice.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (l)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*k*) Pálanpur-Deesa railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open, and (*ii*) lines partly or wholly under construction.		Gross earnings.	Net earnings.		Percentage of net earnings on total capital outlay given in columns (3) and (4).		Interest on Government capital.	Gain or loss to Government *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.
		Contributed by the Pálanpur Durbar.	Contributed by Government.		Attributable to the Durbar.	Attributable to Government.	On capital contributed by the Durbar.	On capital contributed by Government.				
1	2	3	4	5	6	7	8	9	10	11	12	13
	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.			Rs.	Rs.	Rs.	
1893	17·28	1,85,000	1,78,953	4,436	1,335	1,110	0·72	0·62	5,371	—4,261	33	44·88
1894	17·28	1,85,000	2,14,601	37,544	11,365	11,781	6·14	5·49	8,783	+2,993	42	38·35
1895	17·28	1,85,000	2,15,374	38,182	11,383	11,512	6·13	5·35	8,378	+3,134	42	40·17
1896	17·28	1,85,000	2,32,746	51,629	14,101	15,072	7·62	6·48	9,149	+5,923	57	43·49
1897	17·28	1,85,000	2,33,264	43,264	10,883	12,243	5·88	5·25	9,305	+2,988	48	46·55
1898	17·28	1,85,000	2,33,264	38,199	10,334	11,628	5·59	4·99	9,331	+2,297	43	42·51
1899	17·28	1,85,000	2,33,264	44,628	12,102	13,618	6·54	5·84	9,330	+4,288	50	42·37
1900	17·28	1,85,000	2,33,264	47,669	12,636	14,218	6·83	6·10	9,330	+4,888	53	43·67
1901	17·28	1,85,000	2,33,264	36,805	9,375	10,548	5·07	4·52	9,330	+1,218	41	45·87
1902	17·28	1,85,000	2,36,786	33,690	8,329	9,521	4·50	4·02	9,408	+113	37	47·01
1903	17·28	1,85,000	2,37,069	29,734	7,141	8,181	3·86	3·45	9,432	—1,251	33	48·47
1904	17·28	1,85,000	2,37,069	29,185	7,280	8,340	3·94	3·52	9,474	—1,134	32	46·48
1905	17·28	1,85,000	2,37,069	35,178	9,469	10,848	5·12	4·58	9,472	+1,376	39	42·25
1906	17·28	1,85,000	2,39,155	40,154	9,862	11,376	5·33	4·76	9,531	+1,845	45	47·11
1907	17·28	1,85,000	2,39,155	42,061	10,266	11,878	5·55	4·97	7,223	+4,655	47	47·35
1908	17·28	1,85,000	2,47,156	45,680	9,097	10,728	4·92	4·34	8,213	+2,515	51	56·60
1909	17·28	1,85,000	2,45,700	53,323	11,757	14,034	6·36	5·71	8,259	+5,775	59	51·63
1910	17·28	1,85,000	2,45,700	58,152	13,663	6,291	7·39	6·63	8,216	+8,075	65	48·49
1911	17·28	1,85,000	2,45,700	52,775	11,949	14,248	6·46	5·80	8,332	+5,916	59	50·36
1912	17·28	1,85,000	2,45,700	51,887	11,891	14,177	6·43	5·77	8,400	+5,777	58	49·71
1st qr. of 1913	17·28	1,85,000	2,45,700	14,813	3,677	4,384	1·99	1·78	2,089	+2,295	66	45·58
1913-14	17·28	1,85,000	2,45,700	57,919	13,258	15,808	7·17	6·43	8,324	+7,484	64	49·84
1914-15	17·28	1,85,000	2,45,700	61,408	13,328	15,892	7·20	6·47	8,598	+7,294	68	52·42
1915-16	17·28	1,85,000	2,45,700	66,539	15,897	18,955	8·59	7·71	8,532	+10,423	74	47·62

2 (*l*) Vijapur-Kálol-Kadi railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Vijapur to Kálol	10-6-02	29·44	
Kálol to Kadi	13-7-03	11·93	
Kadi to Bhoyani Road	1-4-12	4·74	
TOTAL		...	46·11

Details of construction—

Permanent-way.—21 miles are laid with 41½-lb. flat-footed steel rails and 25 miles with 40-lb. flat-footed iron rails on deodar sleepers.

Ballast.—The line is ballasted with stone and kunker.

Fencing.—Only station yards and 11·07 miles of the Vijapur-Kálol section are fenced.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (t)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM**—*contd.*

2 (*l*) Vijapur-Kalol-Kadi railway (3′ 3⅜″ gauge)—*concld.*

Details of construction—*contd.*

Curves.—The radius of the sharpest curve is 3,820 feet on the Vijapur-Kadi section and 1,910 feet on the Kadi-Bhoyani Road section.

Gradients.—The ruling gradient is 1 in 150 between Vijapur and Kadi and 1 in 200 between Kadi and Bhoyani Road.

Agreements and contract—

Agreement, dated the 23rd November 1903, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company,* as to the management, maintenance and working, by the Bombay, Baroda and Central India Railway Company, of the Vijapur-Kálol-Kadi railway.

Contract, dated the 8th April 1907 (called the principal contract), *between the Secretary of State and the Bombay, Baroda and Central India Railway Company,* as to the management, maintenance and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Agreement, dated the 3rd March 1909, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company,* modifying as from the 1st July 1908 to the 30th June 1909, inclusive, the agreement of the 23rd November 1903.

Agreement, dated the 16th May 1910, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company,* for the continuance of the management, maintenance and working, from the 1st July 1909, of the Vijapur-Kálol-Kadi railway, subject to further modifications of the agreement of the 23rd November 1903.

Agreement, dated the 17th June 1913, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company,* as to the management, maintenance and working of the Kadi-Bhoyani extension, subject to further modifications of the agreement of the 23rd November 1903.

Main provisions of agreements and contract—

As noted under 2 (*i*), Gaekwar's Mehsana railway (3′ 3⅜″ gauge), with the exception that charges for repairs or renewals of way, works and stations on the Kadi-Bhoyani extension, due to defective design or construction of the extension or to defective materials used in the works constructed, are to be paid for by the Durbar.

Statistics of working (Those for the periods prior to 1906 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1906 . . .	41·37	13,24,825	95,660	50,645	3·82	44	47·05
1907 . . .	41·37	13,05,631	1,14,340	60,246	4·61	53	47·31
1908 . . .	41·37	13,12,860	1,20,643	51,999	3·96	56	56·90
1909 . . .	41·37	13,08,338	1,17,211	56,498	4·32	54	51·80
1910 . . .	41·37	13,29,176	1,32,202	68,019	5·12	61	48·55
1911 . . .	41·37	15,14,964	1,35,891	67,582	4·46	63	50·27
1912 . . .	46·11	15,63,509	1,34,917	68,346	4·37	58	49·35
1st qr. of 1913 .	46·11	15,61,365	34,840	18,981	1·22	58	45·52
1913-14 . . .	46·11	15,71,787	1,45,014	72,768	4·63	60	49·82
1914-15 . . .	46·11	16,02,858	1,63,126	77,712	4·85	68	52·36
1915-16 . . .	46·11	16,31,527	1,63,288	85,045	5·21	68	47·90

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 2 / Sub-heads (*a*) to (*t*). **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM**—*contd.*

2 (*m*) Bilimora-Kalamba railway (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Bilimora to Rankuwa	23-7-14	13·42		
Rankuwa to Unai	22-1-15	12 90		
TOTAL OPEN MILEAGE ...	...	...	26·32	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Unai to Kalamba (sanctioned on 5th July 1911)	...	8·66	8·66	
GRAND TOTAL ...	...	...	...	34·98

Details of construction—

Permanent-way.—The permanent way consists of 30-lb. flat-footed steel rails on sâl sleepers.
Ballast.—The line is ballasted with sand and moorum.
Fencing.—The line is unfenced.
Curves.—The sharpest curve is of 1,432 feet radius.
Gradients.—The ruling gradient is 1 in 150.

Agreement—

Dated the 23rd October 1914, *between the Government of His Highness the Maharaja Gaekwar of Baroda, and the Bombay, Baroda and Central India Railway Company,* as to the management, maintenance and working of the Bilimora-Kalamba railway.

Main provisions of agreement—

(i) *Land.*—
(ii) *Government aid.*— } As noted under 2 (*c*) Petlad-Cambay railway (Anand-Tarapur section) (5′ 6″ gauge).

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } The Company works the Bilimora-Kalamba railway at actual cost, *plus* a sum equal to 10 per cent of the total working expenses, but not less than Rs. 300 per mensem in the half-year for superintendence. The railway is also debited with a contribution from its net earnings to the Company's Provident Fund calculated on the same basis as obtains on the Bombay, Baroda and Central India railway. The balance in favour of or against the Baroda Durbar is paid over to or by it, as the case may be.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, high Government officials and Government stores.—
(*b*) Government bullion and coin and the persons in charge thereof.— } As noted under 2 (*c*), Petlad Cambay railway (Anand-Tarapur section) (5′ 6″ gauge).

(vii) *Power of the Durbar to determine agreement.*—
(viii) *Power of the Company to determine agreement.*— } The agreement may be terminated at any time on one year's notice from either side to expire on the 30th September or 31st March in any year.

(ix) *Term of agreement* [*if not determined under* (vii) *and* (viii)].—Not specified.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.* outlay on (*i*) lines open, and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1914-15	26·32	13,43,373	19,648	5,974	0·44	32	69·59
1915-16	26·32	14,15,786	45,840	3,164	0·22	33	93·10

APPENDIX 1—*contd.*

History of railway constructed and i progress.

[For Index see page preceding this appendix.]

Number Main head 2 / Sub-heads (*a*) to (*t*). **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM**—*contd.*

2 (*n*) Broach-Jambusar Railway (2′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Broach to Jambusar	23-11-14	29·78	29·78

Details of construction—

Permanent way—The line is laid with second-hand 41½-lbs. flat-footed steel rails, partly on sâl and partly on half-round jungle wood sleepers.

Ballast.—The line is being ballasted with sand.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 603·8 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Contracts—

Main provisions of contracts— This line is a branch of the Bombay, Baroda and Central India railway and is worked under the contracts noted under 2 (*a*) Bombay, Baroda and Central India railway (5′ 6″ gauge).

Statistics of working.—

Year.	Mileage open at end of each year.	Total capital outlay including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open, and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to the year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10
	Miles.	Rs.	Rs.	Rs.				Rs.	
1914-15	29·78	13,28,661	21,756	11,069	0·83	41,525	−30,456	40	49·12
1915-16	29·78	13,95,233	33,433	43,282	3·10	47,294	−4,012	54	48·12

2 (*o*) Gaekwar's Dabhoi railway (2′ 6″ gauge).

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Chandod-Dabhoi-Masor Road section—				
Chandod to Dabhoi	15-4-79	10·62		
Dabhoi to Goya Gate	1-7-80	17·00		
Goya Gate to Vishvamitri	24-1-81	1·33		
Vishvamitri to Padra	1-7-97	7·14		
Padra to Mobha	10-7-03	9·20		
Mobha to Masor Road	1-11-04	6·48		
			52·07	
Jarod-Samlaya extension—				
Dabhoi to Jarod	15-11-13	23·83		
Jarod to Samlaya	13-12-15	5·41		
			29·24	
Bodeli Sextension—				
Dabhoi to Sankheda Bahadarpur	17-9-79	9·64		
Sankheda Bahadarpur to Bodeli	16-6-90	12·77		
			22·41	
Miyagam branch—				
Dabhoi to Miyàgàm	8-4-73	20·00		
			20·00	
Masur extension—				
Miyàgàm to Malsar	15-1-12	23·67		
			23·67	
TOTAL OPEN MILEAGE	...	...	...	147·39
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Motipura to Tankhala (sanctioned on 25th February 1914)	...	24·67		
Gantoli to Songir (sanctioned on 25th February 1914)	...	2·49		
Masar Road to Jambusar (sanctioned on 26th March 1914)	...	7·22		
Samlaya *via* Savli to Timba (sanctioned on 24th April 1914)	...	33·24		
Charanda to Koral (sanctioned 3rd April 1914)		11·68		
			79·30	
				79·30
GRAND TOTAL	...	...	...	226·69

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (t)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM**—*contd.*

2 (*o*) Gaekwar's Dabhoi railway (2′ 6″ gauge)—*concld.*

Details of construction—

Permanent-way.—The line is laid with 31-lb. flat-footed steel rails on wooden sleepers, but there is still about one mile of 28-lb. iron rails in the road. Miyagam-Malsar and Jarod-Samlaya sections are laid with 30-lb. steel rails on wooden sleepers.
Ballast.—The line is ballasted chiefly with sand.
Fencing.—The line is practically unfenced except in station yards.
Curves.—The sharpest curve is of 500 feet radius.
Gradients.—The ruling gradient is 1 in 400, with small lengths of 1 in 200 and 1 in 300. On the Jarod-Samlaya section, it is 1 in 193.

Agreement and contract—

Agreement, without date, having effect from the 1st January 1897, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working, by the Company, of the Dabhoi railway.
Contract, dated the 8th April 1907, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working, as from the 1st January 1906, of the Bombay, Baroda and Central India, the Rajputana-Malwa and other subsidiary lines.

Main provisions of agreement and contract—

(i) *Land.*— } As noted under 2 (*c*), Petlad-Cambay railway (Anand-Tarapur section)
(ii) *Government aid.*— } (5′ 6″ gauge).
(iii) *Terms of working.*— } The Company works the Dabhoi railway at actual cost, *plus* a sum equal
(iv) *Distribution of profits.*— } to 10 per cent of total working expenses, but not less than Rs. 500 per mensem, in the half-year for superintendence; the railway is also debited with a contribution from its net earnings to the Company's Provident Fund calculated on the same basis as obtains on the Bombay, Baroda and Central India railway. The balance in favour of or against the Baroda Durbar is paid over to or by it, as the case may be.
(v) *Rates and fares.*— } As noted under 2 (*c*), Petlad-Cambay railway (Anand-Tarapur section) (5′ 6″ gauge).
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
(vii) *Power of the Durbar to determine agreement.*— } The agreement may be terminated at any time
(viii) *Power of the Company to determine agreement.*— } on one year's notice from either side to expire on the 30th September or 31st March in any year.

(ix) *Term of contract* [*if not determined under* (vii) *and* (viii)].—Not specified.

Statistics of working (Those for the periods prior to 1906 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1906	94·48	24,75,537	2,94,817	1,78,665	7·22	80	54·75
1907	94·48	25,62,795	4,69,515	2,62,120	10·23	95	44·17
1908	94·48	25,94,874	4,66,069	2,44,526	9·42	95	47·53
1909	94·48	25,99,530	4,98,182	2,81,813	10·84	101	43·43
1910	94·48	31,41,668	5,95,304	3,46,177	11·01	121	41·85
1911	94·48	37,35,219	6,22,730	3,59,443	9·62	127	42·28
1912	118·15	42,85,146	6,07,931	3,31,317	7·78	100	45·50
1st qr. of 1913	118·15	34,52,598	1,57,000	71,910	2·08	102	54·20
1913-14	141·98	43,78,401	6,67,871	3,37,708	7·71	101	49·40
1914-15	141·98	47,94,372	6,91,539	3,27,126	6·82	94	52·70
1915-16	147·39	62,33,601	6,94,142	3,22,851	5·17	93	53·49

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (}a\text{) to (}t\text{)}}$ **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*p*) Kosamba-Zankhvav railway (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Kósambá to Zankhvav	1-5-12	26·12	26·12	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION— Zankhvav to Bardipada (sanctioned on 23rd March 1914) . .	...	22·57	22·57	
GRAND TOTAL .	...	...	...	48·69

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. steel rails laid on jarrah and half-round jungle teak sleepers.
Ballast.—Metal ballast has been provided between stations and sand ballast in station yards.
Fencing.—No fencing has been provided.
Curves.—The sharpest curve is of 600 feet radius.
Gradients.—The ruling gradient is 1 in 200 with short lengths of 1 in 150, 1 in 125 and 1 in 100.

Agreement—

Dated the 6th December 1915, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working of the Kosamba-Zankhvav railway.

Main provisions of agreement—

As noted under 2 (*m*), Bilimora-Kalamba railway (2′ 6″ gauge).

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1912 . .	26·12	12,27,218	13,999	—11,207	...	14	186·21
1st qr. of 1913 .	26·12	12,69,586	6,152	— 4,272	...	18	169·42
1913-14 . .	26·12	12,79,052	25,382	—12,545	...	19	149·42
1914-15 . .	26·12	13,07,064	25,234	—14,379	...	19	156·98
1915-16 . .	26·12	13,24,967	31,640	—12,967	...	23	141·95

2 (*q*) Petlad-Vaso railway (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total
1	2	3	4
Petlad to Vaso	10-12-14	15·55	
Vaso to Pihij	17-4-15	3·48	
TOTAL	...	...	19·03

Details of construction—

Permanent-way.—The line is laid with 30-lb. flat-footed steel rails on wooden sleepers.
Ballast.—For the present the line is packed with moorum ballast. The Vaso-Pihij section is ballasted with gravel.
Fencing.—The line is unfenced, except in station yards.
Curves.—The sharpest curve is of 361 feet radius.
Gradients.—The ruling gradient is 1 in 500.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (t)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*q*) Petlad-Vaso railway (2′ 6″ gauge)—*concld.*

Agreements—

Dated the 17th November 1914, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working of the Petlad-Vaso railway.

Dated the 17th June 1915 (supplemental to the agreement of 1914) *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working of the Vaso-Pihij extension, with effect from the 17th April 1915, as an integral part of the Petlad-Vaso railway.

Main provisions of agreement—

As noted under 2 (*m*) Bilimora-Kalamba railway (2′ 6″ gauge).

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i. e.*, outlay on (*i*) lines open, and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1914-15 ...	15·50	6,71,440	9,293	2,116	0·32	38	77·23
1915-16 ...	19·03	7,69,122	54,066	12,862	1·67	55	76·21

2 (*r*) Rajpipla State railway (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Anklesvar to Raj-Pardi	1-7-97	19·03		
Raj-Pardi to Umalla	19-1-99	4·95		
Umalla to Amletha	1-6-99	7·85		
Amletha to Nándod	20-7-99	5·54		
TOTAL OPEN MILEAGE	...	...	37·37	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Nandod station to Nandod Town (sanctioned on 18th October 1915.)	...	...	1·85	
GRAND TOTAL	...	...	...	39·22

Details of construction—

Permanent-way.—The line is laid with 41¼-lb. flat-footed steel and iron rails on half-round jungle teak sleepers.

Ballast.—The line is ballasted chiefly with coarse river sand.

Fencing.—Only the station yards and small lengths at miles 4 and 9 are fenced.

Curves.—The sharpest curve is of 1,432 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Agreement and contract—

Agreement, dated the 19th March 1900, *between the Rajpipla State and the Bombay, Baroda and Central India Railway Company*, as to the maintenance and working of the Rajpipla State railway.

Contract, dated the 8th April 1907, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working, as from the 1st January 1906, of the Bombay, Baroda and Central India, the Rajputana-Malwa and other subsidiary lines.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (t)}}$ **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*concld.***

2 (*r*) Rajpipla State railway (2′ 6″ gauge)—*concld.*

Main provisions of agreement and contract—

(i) *Land.*—Provided free of cost by the Rajpipla State.

(ii) *Government aid.*—The line is the property of the Rajpipla State (which provides all funds chargeable to the capital account), and is managed, maintained, stocked and worked by the Bombay, Baroda and Central India railway as part of the Company's system.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } The Rajpipla State railway is debited with the actual cost of working *plus* a sum equal to 12½ per cent. on total working expenses (but not less than Rs. 300 per mensem nor more than an average of Rs. 800 per mensem) in the half-year for supervision; and in addition thereto a contribution from its net earnings to the Company's Provident Fund calculated on the basis of the Bombay, Baroda and Central India railway Provident Fund rules 6, 7 and 8. The balance in favour of, or against, the Rajpipla State is paid over to, or by it, as the case may be.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, high Government officials and Government stores.—
(*b*) Government bullion and coin and the persons in charge thereof.— } As under 2 (*o*), Gaekwar's Dabhoi railway (2′ 6″ gauge).

(vii) *Power of the Rajpipla State to determine agreement.*—
(viii) *Power of the Company to determine agreement.*— } The agreement may be determined by either party, at the end of any financial half-year on one year's notice from either side.

(ix) *Term of agreement* [*if not determined under* (vii) *and* (viii)].—Not specified.

Statistics of working (Those for the periods prior to 1906 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1906 . . .	37·37	13,04,867	67,137	32,526	2·49	35	51·55
1907 . . .	37·37	13,51,850	80,183	42,829	3·17	41	46·59
1908 . . .	37·37	13,53,352	81,269	27,482	2·03	42	66·18
1909 . . .	37·37	13,61,118	83,439	28,888	2·12	43	65·38
1910 . . .	37·37	13,64,149	1,02,324	41,189	3·02	53	59·75
1911 . . .	37·37	13,90,221	1,23,490	54,836	3·94	64	55·59
1912 . . .	37·37	13,90,293	1,19,151	44,460	3·20	61	62·69
1st qr. of 1913 .	37·37	14,13,423	43,567	24,677	1·75	90	43·36
1913-14 . .	37·37	14,18,501	1,29,663	45,365	3·20	67	65·01
1914-15 . .	37·37	14,29,469	1,28,585	49,678	3·48	66	61·37
1915-16 . .	37·37	14,72,251	1,28,696	58,794	3·99	66	54·32

2 (*s*) Bodeli-Chhota Udaipur railway (2′ 6″ gauge)—

Sanction to the construction of this line by the agency of the Bombay, Baroda and Central India Railway Company, on behalf of the Baroda and Chhota Udaipur Durbars, was conveyed in Railway Department (Railway Board) Notification No. 25, dated the 2nd February 1915.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Bodeli to Chhota Udaipur (sanctioned on 2nd February 1915)	...	22·65	22·65

2 (*t*) Navsari-Kamrej Light railway (2′ 6″ gauge)—

Sanction to the construction of this steam tramway by the Baroda Durbar was conveyed in the Foreign and Political Department letter No. 185-1-B., dated the 4th February 1914.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Navsari *via* Palsana to Kamrej (sanctioned on 4th February 1914)	...	20·00	20·00

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

BOMBAY PORT TRUST RAILWAY (5′ 6″ gauge)—

The railway serves all the Docks of the Port of Bombay and also the Bunders on the east of the Island north of the Ballard Pier, as well as various depôts allotted to certain trades, and is used for goods and troop-traffic only.

It consists of a double line track for its whole length, as well as of reception and sorting yards, depôts stations, and numerous sidings in the docks.

Sanction to the construction of this line by the Bombay Port Trust was conveyed in Railway Board's Notification No. 152, dated the 28th May 1913, and at the end of March 1915, 50 miles of track were laid and connected up.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Wadala Junction to Victoria Overbridge	1-1-15	3·70	
Victoria Overbridge to Docks	1-2-15	2·30	
TOTAL ...	...	...	6·00

Details of construction—

Permanent-way.—The tracks are laid throughout with 75-lb. flat-footed steel rails on wooden sleepers principally jarrah, teak and sâl with spike fastenings.

Ballast.—As the greater part of the railway is laid on newly reclaimed ground, moorum ballast is used extensively for packing and boxing, and will be used until such time as it is considered that a firm formation has been obtained. On old ground blue stone trap ballast is provided. Over several parts of the Sewri-Mazagon reclamation it was found necessary to carry the rails on wooden mattresses owing to severe settlement. The largest mattress is 900 feet long.

Fencing.—The line is being fenced where necessary.

Curves.—The radius of the sharpest curve is 800 feet outside the dock area and 500 feet within the docks.

Gradients.—The steepest grade on the line is 1 in 150, near the Nawab Tank bridge.

Contract—
Main provisions of contract— } Nil. The line is owned and worked by the Bombay Port Trust.

Statistics of working—Not available.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

CALCUTTA PORT COMMISSIONERS' RAILWAY (5' 6" gauge)—

The railway serves the godowns, warehouses, jetties, workshops, jute, sugar, tea, rice and grain depôts, timber yards, mills and coal depôts on both the Calcutta and Howrah Foreshores, and is used for only goods traffic. The railway consists of a single track, but there are a large number of sidings for crossing trains and loading goods.

The first section, from Chandpal Ghât to Kidderpore Docks, was laid in 1886, being included in the general sanction for the Docks, and was used solely for the carriage of material for the construction of the Docks. It was opened to general goods traffic in 1891.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Lines on the Calcutta Foreshore—				
Main line—				
Cossipore (Gun Foundry Road) to Bagh Bazar	1-6-78	1·14		
Bagh Bazar to Meerbohur Ghât	1-11-75	1·76		
Meerbohur Ghât to Jetties	1-6-78	0·84		
Jetties to Chandpal Ghât	1-12-80	0·32		
Chandpal Ghât to Kidderpore Docks (Graving Dock)	1-1-87	2·16		
Graving Dock to Chetla	0-0-93	3·20		
			9·42	
Branches—				
Graving Dock to Majherat	0-0-93	2·34		
Dock Junction to Bengal-Nagpur railway junction	0-0-01	1·35		
			3·69	
Line on the Howrah Foreshore—				
Telkul Ghât *vid* Bhurpara Khal to Shalimar	31-12-01	...	2·23	
TOTAL OPEN MILEAGE	...	...	...	15·34
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Shapore to Garden Reach Jetties	...	1·75		
			1·75	
				1·75
GRAND TOTAL	...	...	...	17·09

Details of construction—

Permanent-way.—The Cossipore-Chandpal Ghât section is laid with steel rails weighing 75 lbs. to the yard on wooden sleepers. The Chandpal Ghât-Kidderpore Dock section is laid partly with new rails on wooden sleepers and partly with East Indian railway second-hand material on wooden sleepers. The Shalimar branch is laid with 75-lb. double-headed steel rails on cast iron chairs and flanged rails spiked on sâl sleepers. The Dock section is laid with 60-lb and 75-lb. flanged and double-headed rails laid on wooden sleepers.

Ballast.—On the Cossipore-Chandpal Ghât section, packing and boxing is generally done with coal cinders and in some places with 1st class ballast. The Chandpal Ghât-Kidderpore Dock section is packed with brick ballast. On the Shalimar branch, packing is done with 1st class *jhama* ballast.

Fencing.—The line is fenced throughout. The Chandpal Ghât-Kidderpore Dock section is fenced on both sides.

Curves.—The radius of the sharpest curve is 250 feet.

Gradients.—The ruling gradient on the greater part of the railway is 1 in 300, except where the line passes under the Howrah bridge approach, where the gradient is 1 in 80 and between Hastings bridge and Watgunge where the gradient is 1 in 190.

Contract—

Nil. The line was constructed by the Port Commissioners out of Port Trust Funds and is maintained and worked by them. The land from Chandpal Ghât to Ahiritollah Ghât was originally transferred to the Commissioners by Government for which the former pay a quit rent of Rs. 37,292 per annum. The land north of Ahiritollah Ghât was acquired by the Commissioners under the Land Acquisition Act and that south of Chandpal Ghât was transferred by Government to the Commissioners.

Statistics of working—Not available.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads } (a) \text{ to } (f)}$. **EASTERN BENGAL RAILWAY SYSTEM—**

The lines owned by the late Eastern Bengal Guaranteed Railway Company were acquired by the State on the 1st July 1884, with which the Northern Bengal State and the Calcutta and South Eastern railways were amalgamated for working by the State as one undertaking under the name of the Eastern Bengal railway.

Date of registration of the late guaranteed company.—1857.

Lines comprised in the system.—The Eastern Bengal railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Eastern Bengal railway (5′ 6″ gauge)	560·14	...	560·14
(*b*) Sara-Sirajganj railway ((5′ 6″ gauge)	22·37	27·54	49·91
(*c*) Eastern Bengal railway (3′ 3⅜″ gauge)	1,043·67	...	1,043·67
(*c*) Eastern Bengal railway (2′ 6″ gauge)	35·10	...	35·10
(*d*) Cooch Behar State railway (3′ 3⅜″ gauge)	33·09	...	33·09
(*e*) Mymensingh-Jamalpur-Jagannathganj railway (3′ 3⅜″ gauge)	53·66	...	53·66
(*f*) Khulna-Bagirhaut railway (2′ 6″ gauge)	...	20·53	20·53
Total	1,748·03	48·07	1,796·10

Running powers—

Foreign line over home line :—

East Indian railway	Naihati, *via* Kakurgachi Chord, to Majherat	for goods trains only	33·25	
	Dum Dum Junction to Chitpore		3·53	
				36·78

3 (*a*) Eastern Bengal railway (5′ 6″ gauge)—

Progress in opening —

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
EASTERN SECTION—					
Main line—					
Calcutta to Ranaghat	29-9-62	45·74			
Ranaghat to Poradaha Junction	15-11-62	57·12			
Poradaha Junction to Bhairamara	19-1-78	11·73			
Bhairamara to Shakhole (3 miles south of Gopalpur)	1-1-15	14·40			
Shakhole (3 miles south of Gopalpur) to Santahar	1-11-14	44·63			
			173·62		
Branches—					
Kakurgachi chord—					
Kakurgachi Road to Gobra	1-2-07	2·26			
			2·26		
Chitpore branch—	25-8-73	*0·82			
	13-4-88	*0·12			
			0·94		
Chitpore Terminus extension—					
Belgachhi bridge to Cossipore	1-3-03	*0·68			
	1-9-03	*0·98			
			1·66		
Dum Dum-Chitpore low level connection—	10-12-13	*1·18			
	20-10-14	*1·66			
			2·84		
Pattipooker-Chitpore connection	4-12-10	*1·17			
			1·17		
Murshidabad branch—					
Ranaghat to Bhagwangola	1-9-05	88·85			
Bhagwangola to Krishnapur	10-11-05	5·90			
Krishnapur to Lalgola Ghat	15-7-07	2·75			
			97·50		
Goalundo extension—					
Poradaha Junction to Jagati Junction	15-11-62	4·28			
Jagati Junction to mile 145·74	1-1-71	37·87			
	20-6-11	0·73			
Mile 145·74 to Pachooria Junction	1-4-90	3·16			
Pachooria Junction to Goalundo	22-10-98	5·00			
			51·04		
Kushtia loop—					
Jagati Junction to Kushtia	16-2-64	3·77			
Kushtia to Kaligunga Junction	1-8-81	1·33			
			5·10		
Faridpur branch—					
Pachooria Junction to Shivarampore	20-10-98	8·77			
Shivarampore to Faridpur	9-4-99	7·21			
			15·98		
Durgapur Ghat line—	1-7-07	4·51			
			4·51		
Fakirabad Ghat line	5-7-12	3·45			
			3·45		
Churni extension—	1-1-02	1·50			
			1·50		
TOTAL, EASTERN SECTION, CARRIED OVER	...	...	...	361·57	

* For goods traffic only.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 3 / Sub-heads (*a*) to (*f*) **EASTERN BENGAL RAILWAY SYSTEM—*contd.***

(*a*) Eastern Bengal railway (5′ 6″ gauge)—*contd.*

Progress in opening—*contd.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward, Eastern section	...	...	...	361·57	
SOUTHERN SECTION—					
Main line—					
Calcutta (Beliaghata) to Sonarpur	2-1-62	10·00			
Sonarpur to Baruipur	10-6-82	5·30			
Baruipur to Magra Hat	18-12-82	9·55			
Magra Hat to Diamond Harbour	25-4-83	12·69			
Diamond Harbour towards Hara Fort	25-4-83	0·42			
Junction with Eastern section	15-8-85	0·41			
			38·37		
Branches—					
Canning branch—					
Sonarpur to Champahati	2-1-62	5·00			
Champahati to Port Canning	15-5-63	12·79			
Bansra diversion extension	5-3-00	0·25			
	17-11-02	0·81			
Budge-Budge branch—					
Ballygunge to Budge-Budge	1-5-90	13·66			
			19·85		
			13·66		
TOTAL, SOUTHERN SECTION	...	...	...	79·88	
CENTRAL SECTION—					
Main line—					
Dum Dum Junction to Dattapukur	2-4-83	14·25			
Dattapukur to Gobardanga	7-12-83	17·00			
Gobardanga to Bongong	22-4-84	12·00			
Bongong to Khoolna	16-2-84	61·26			
			104·51		
Branches—					
Ranaghat to Bongong	16-10-82	20·50			
Dum Dum Cantonment to Pattipooker	1-8-04	2·68			
			23·18		
TOTAL, CENTRAL SECTION	...	...	...	127·69	
TOTAL OPEN MILEAGE	...	...	...	560·14	
QUADRUPLE LINE—					
On the main line of Eastern section—					
Sealdah to Kakurgachi	18-2-16	0·79			
Kakurgachi to Dum Dum	1-2-07	3·13			
Dum Dum to Barrackpore	12-12-12	10·30			
Barrackpore to Kankinara	21-11-12	7·25			
			21·47		
				21·47	
TRIPLE LINE—					
On the main line of Eastern section—					
Naihati to Halishahar	11-11-14	1·69	1·69		
				1·69	
DOUBLE LINE—					
On the main line of Eastern section—					
Kankinara to Naihati	1-8-86	1·76			
	21-3-87	0·26			
Naihati to Kanchrapara	20-4-92	*3·00			*Excluding the triple length.
Kanchrapara to Ranaghat	12-11-92	17·56			
Ranaghat to Aranghata	7-8-97	5·50			
Aranghata to Bogoola	17-9-97	6·75			
Bogoola to Shibnibash	3-11-97	6·65			
	17-11-98	0·75			
	29-11-09	0·15			
Shibnibash to Dursuna	17-9-97	9·50			
Dursuna to Poradaha	7-8-97	27·58			
	27-11-09	0·24			
Poradaha to Bhairamara	17-10-13	6·73			
	25-1-15	5·00			
Bhairamara to Ishurdi Junction	25-2-15	10·52			
Total carried over	...	...	101·95		

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (f)}}$ **EASTERN BENGAL RAILWAY SYSTEM**—*contd.*

3 (*a*) Eastern Bengal railway (5′ 6″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
DOUBLE LINE—*concld.*					
Brought forward	...	...	101·95		
On the branches of Eastern section—					
Kakurgachi Chord—					
Kakurgachi to Gobra	1-2-07	2·26	2·26		
Chitpore branch, a portion	13-4-88	0·82	0·82		
Dum Dum-Chitpore low level connection	10-12-13	1·18			
	20-10-14	1·66	2·84		
Pattipooker-Chitpore connection	20-10-14	1·17	1·17		
Goalundo extension—					
Poradaha Junction to Jagati Junction	2-3-15	4·28	4·28		
On the main line of Southern section—					
Sealdah to Ballygunge	20-10-88	3·50			
	19-9-90	0·36			
Ballygunge to Jadabpur	10-10-13	1·35			
Jadabpur to Baruipur	23-11-15	10·39	15·60		
On the branches of Southern section—					
Budge-Budge branch—					
Ballygunge to Majherat	20-11-93	4·00	4·00		
TOTAL DOUBLE LINE	...	...	...	132·92	

Details of construction—

Permanent-way.—The permanent-way consists mostly of steel rails and sleepers of wood and iron. The steel rails are of various types: (*i*) 90-lb. flat-footed laid on (*a*) the newly opened double track between Dum Dum Junction and Kankinara, and between Sealdah and Kakurgachi (*b*) the up and down tracks between Kankinara and Ishurdi and Poradaha and Jagati, (*c*) the 5′ 6″ gauge track between Ishurdi and Santahar, (*d*) the line from Jagati Junction *via* Kushtia Chord, to Faridpur and the Kushtia loop line, (*e*) the Murshidabad branch between Ranaghat and Krishnagar city, (*f*) the up and down tracks on the Pattipooker-Chitpore connection, from Pattipooker to sub-way at Canal Junction Cabin, (*g*) the up and down tracks on the low level line between Dum Dum and Canal Junction (*h*) the whole of the Central section; and (*i*) the up and down tracks between Beliaghata and Tiljala and between Ballyganj and Sonarpur and also the newly opened single track between Sonarpur and Baruipur on the Southern section; (*ii*) 85-lb. bull-headed laid on (*a*) the original double line between Calcutta and Kankinara, (*b*) the newly opened double tracks between Dum Dum and Kakurgachi and (*c*) the up and down tracks between Kakurgachi and Majherat *viâ* Tiljala; (*iii*) 75-lb. double-headed laid on the third track between Naihati and Halishahar; (*iv*) 75-lb. new pattern flat-footed laid on the Murshidabad branch between Krishnagar city and Lalgolaghat; (*v*) 73-lb. double headed laid on the Southern section between Baruipur and Diamond Harbour, Sonarpur and Canning and Majherat and Budge Budge, and on the original single line between Sonarpur and Baruipur; and (*vi*) second-hand 62-lb. flat-footed laid on the Churni Extension.

The line from sub-way at Canal Junction Cabin to Chitpore, partly with 75-lb. double-headed and partly with 75-lb. flat-footed rails. A few short lengths near ghat stations at Goalundo are still laid with old iron permanent-way.

All flat-footed rails, as a rule, are laid on wooden sleepers, excepting for a few short lengths between Naihati and Poradaha where cast iron sleepers have been used under 90-lb. rails. The 85-lb. bull-headed rails are laid on the Denham and Olphert's ordinary sleepers, with wooden sleepers at joints and continuous joint pattern combined chair-fish plates, and Denham and Olphert's cast iron sleepers, with wooden sleepers and cast iron chairs with wooden keys at joints, the 75-lb. double-headed, on the ordinary cast iron and Denham and Olphert's ordinary cast iron sleepers, and the 73-lb. double headed, on both Denham and Olphert's cast iron and wooden sleepers with cast iron chairs and wooden keys.

Ballast.—On the main line of the Eastern section, from Bhairamara to Shakhole, the line is ballasted with broken trap and onward to Santahar with shingle. Where 85-lb. bull-headed rails have been laid, brick ballast has been replaced by stone. The ballast on the lengths relaid with 90-lb. rails is also being gradually replaced with stone. The bottom ballast on the Murshidabad branch is brick and the ballasting is being completed with stone. The new single tracks between Poradaha and Bhairamara and Poradaha and Jagati are ballasted with broken trap and shingle, respectively. The newly opened double track between Kankinara and Dum Dum is fully ballasted with shingle. The newly opened single track between Ballyganj and Baruipur on the Southern section is mainly

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 3 / Sub-heads (*a*) to (*f*). **EASTERN BENGAL RAILWAY SYSTEM—*contd.***

3 (*a*) Eastern Bengal railway (5′ 6″ gauge)—*concld.*

Details of construction—*concld.*

ballasted with brick. The Canning branch is practically unballasted and the Faridpur branch only at the bridges.

Fencing.—The whole of the Eastern section is fenced, except between Pachooria Junction and Goalundo and the Faridpur branch. The Southern section is fenced except the Canning branch. The Central section is fenced throughout.

Curves.—The sharpest curve is of 1,000 feet radius.

Gradients.—The ruling gradient over approaches to bridges on navigable channels is 1 in 300; elsewhere it is 1 in 1,000.

Contracts.—

Nil.—The line is owned and worked by the State.

Rates and fares.—Certain maxima and minima have been fixed by the Government, between the limits of which the Railway Administration can vary the rates and fares for goods and coaching traffic.

Statistics of working (Those for the periods prior to 1888, will be found in Appendix 38 to the Report for 1907).—

INCLUDES THE EASTERN BENGAL RAILWAY 3′ 3½″ AND 2′ 6″ GAUGE SECTIONS, 3 (*c*).

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	* Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Annuity.	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1888 .	673·21	9,36,48,486	1,05,19,210	55,25,424	5·90	28,83,744	20,11,011	+6,30,669	283	47·47
1889 .	746·40	9,73,16,143	1,11,76,674	61,91,625	6·36	30,18,703	20,43,953	+11,28,969	282	44·60
1890 .	763·90	10,04,93,109	1,14,78,382	60,70,323	6·04	30,96,150	18,14,110	+11,60,063	271	47·12
1891 .	776·57	10,19,64,737	1,26,75,440	65,32,100	6·40	32,01,166	19,48,198	+13,82,736	294	48·47
1892 .	812·35	10,48,66,143	1,15,56,446	62,33,727	5·94	33,58,707	21,86,396	+ 6,93,624	270	46·06
1893 .	812·71	10,56,47,715	1,20,51,147	66,35,138	6·28	33,98,241	22,14,254	+10,22,643	283	44·94
1894 .	812·96	10,61,71,400	1,40,15,726	83,53,559	7·87	34,72,411	25,21,063	+23,60,085	314	40·40
1895 .	813·65	10,76,16,616	1,45,09,739	89,74,474	8·34	35,12,105	25,10,875	+29,51,494	328	38·15
1896 .	814·39	11,02,05,096	1,50,81,670	90,02,286	8·17	35,15,387	23,46,898	+31,40,001	344	40·31
1897 .	817·88	11,51,93,689	1,47,62,233	80,66,993	7·00	37,20,343	22,13,438	+21,33,212	336	45·35
1898 .	827·37	11,82,79,103	1,47,17,879	83,35,064	7·05	38,62,725	21,01,651	+23,70,688	334	43·37
1899 .	832·18	12,20,74,261	1,56,12,436	83,01,083	6·80	39,79,133	20,83,534	+22,38,416	348	46·88
1900 .	843·04	12,62,77,100	1,71,06,460	92,46,424	7·32	41,82,083	20,87,252	+29,77,139	376	45·93
1901 .	854·39	13,24,19,708	1,65,99,440	83,08,281	6·27	43,55,321	20,93,467	+18,59,493	360	49·95
1902 .	898·18	14,04,06,868	1,78,93,098	91,48,340	6·52	46,69,423	20,88,413	+23,90,504	381	48·87
1903 .	897·87	15,21,86,402	1,81,52,429	88,57,094	5·82	50,13,335	20,87,434	+17,56,325	375	51·20
1904 .	971·31	16,55,23,769	1,94,63,098	88,23,372	5·33	54,62,375	20,87,434	+12,39,966	374	54·67
1905 .	1,234·98	19,08,88,052	2,03,73,194	96,19,904	5·04	59,23,924	20,87,434	+16,08,546	348	52·78
1906	1,271·29	20,23,66,593	2,46,31,081	1,06,68,661	5·24	68,54,092	20,87,434	+16,67,135	360	56·93
1907 .	1,273·61	21,54,21,452	2,65,68,569	1,03,15,781	4·79	63,94,610	20,87,434	+18,33,737	389	61·17
1908 .	1,274·47	22,87,26,095	2,73,15,420	81,99,705	3·58	70,30,092	20,87,434	—9,18,421	412	69·98
1909 .	1,503·09	24,27,44,601	2,77,24,064	97,10,666	4·00	73,15,941	20,87,434	+3,07,291	355	64·97
1910 .	1,507·73	25,55,91,926	2,83,74,562	1,16,98,257	4·58	75,34,551	20,87,434	+20,76,272	366	58·77
1911 .	1,509·62	27,11,51,904	3,15,19,633	1,17,55,233	4·33	79,48,531	20,87,434	+17,19,268	402	62·70
1912 .	1,569·83	29,00,69,252	3,43,33,589	1,39,40,687	4·81	84,00,069	20,87,434	+34,53,184	429	59·40
1st qr. of 1913.	1,571·68	27,69,63,503	89,52,207	34,79,977	1·26	21,70,558	5,21,859	+7,87,560	438	61·13
1913-14 .	1,581·43	32,69,88,602	3,75,42,065	1,66,52,046	5·09	1,04,87,669	20,87,434	+40,76,943	460	55·64
1914-15 .	1,639·05	35,01,65,002	3,32,49,234	1,14,97,734	3·28	1,12,22,488	20,87,434	—18,12,188	401	65·42
1915-16 .	1,638·91	35,98,80,436	3,48,23,835	1,37 75,460	3·83	1,17,12,779	20,87,434	—24,753	409	60·44

2 (*b*) Sara-Sirajganj railway (5′ 6″ gauge)—

Date of registration of the Company—1913.

The construction of this line by the Eastern Bengal railway on behalf of the Sara-Sirajganj Railway Company was sanctioned in Railway Board's Notification No. 277, dated the 10th October 1913.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Ishurdi to Bhangoora Ghat	1-7-15	22·37	22·37	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Bhangoora to Sirajganj (sanctioned on 10th October 1913)	...	27·54	27·54	
GRAND TOTAL .	...	...	...	49·91

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (f)}}$. **EASTERN BENGAL RAILWAY SYSTEM**—*contd.*

3 (*b*) Sara-Siragjung railway (5′ 6″ gauge)—*concld.*

Details of construction—

Permanent-way.—The permanent-way consists of 90-lb. flat-footed steel rails laid on sâl and jarrah sleepers on the main line and passenger sidings and on old steel trough sleepers on the goods sidings.

Ballast.—The ballast consists of sandy earth, very little of which has been put on just sufficient to pack the line for running.

Fencing.—The line is unfenced.

Curves.—The shurpest curve is of 5,730 feet radius.

Gradients.—The ruling gradient is 1 in 300.

Contract—

Main provisions of contract— } The line is being constructed and the open portion maintained and worked under the terms of a contract which was concluded after the close of the year under report.

Statistics of working—

Year.	Mileage open at end of the year.	Total capital outlay, including suspense, to end of the year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from the Eastern Bengal railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1915-16 . .	22·37	76,38,161	...	*	...	...	...	...	...	...

* Credited to capital.

3 (*c*) Eastern Bengal railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Main line—					
Manihari Ghat to Katihar	1-4-87	22·20			
Junction with the Bengal and North-Western railway at Katihar.	8-3-01	0·69			
Katihar to Rayganj	1-7-89	37·49			
Rayganj to Dinagepore	15-2-88	32·68			
Dinagepore to Chirir Bandar	16-5-84	8·75			
Chirir Bandar to Parbatipur Junction . . .	1-7-83	10·01			
Parbatipur Junction to Shampur	19-5-78	15·74			
Shampur to Rungpore	2-7-78	7·50			
Rungpore to Kaunia	1-6-79	11·25			
Kaunia to Mogalhat (including Teesta Bridge)* .	1-4-01	17·19			* The line between Teesta Junction and Mogalhat was originally opened on the 2′ 6″ gauge as a part of the Kaunia-Dharlla (2′ 6″ gauge) branch on 6th February 1882. † Used for goods traffic only from 5th March 1915.
Mogalhat to Gitaldaha Junction	2-1-02	1·86			
Gitaldaha to Golakganj	23-9-02	24·91			
Golakganj to Kokrajhar	1-2-06	35·75			
Kokrajhar to Sorbhog	1-3-09	39·73			
Sorbhog to Amingaon (on the right bank of the Brahmaputra).	1-4-09	67·27			
Pandu (on the left bank of the Brahmaputra) to Gauhati.	1-1-10	5·00			
			338·02		
Sara-Siliguri section—					
Sara to Santahar	19-1-78	51·50†			
Santahar to Jalpaiguri	28-8-77	121·50			
Jalpaiguri to Siliguri	10-6-78	23·85			
			196·85		
Total carried over . .	...	...	...	534·87	

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads } (a) \text{ to } (f)}$. **EASTERN BENGAL RAILWAY SYSTEM**—*contd.*

3 (*c*) Eastern Bengal railway (3′ 3⅜″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward . .	...	...	...	534·87	
Santahar-Kaunia loop—					
Santahar to Bogra	1-4-99	24·50			
Bogra to Mohimaganj	5-4-00	22·02			
Mohimaganj to Bonarpara	1-8-00	4·60			
Bonarpara to Kaunia	1-7-05	44·47			
			95·59		
Dacca section—					
Narayanganj to Dacca	4-1-85	10·25			
Dacca to Jaydebpur	1-8-85	20·10			
Jaydebpur to Gafargaon	1-8-85	32·50			
Gafargaon to Mymensingh	1-8-85	23·52			
			86·37		
*Santrabari extension**—					
South bank of Kaljani river to Alipur Duar . .	18-1-00	0·64			* This line was originally on the 2′ 6″ gauge, but was converted to, and opened on, the 3′ 3⅜″ gauge up to Raja Bhat Khawa from 13th April 1910 and up to Jainti from 1st May 1910.
Alipur Duar to Raja Bhat Khawa	5-4-00	9·97			
Raja Bhat Khawa to Jainti	1-2-01	9·18			
			19·79		
Branches and extensions on the Main line—					
Kosi branch—					
Katihar to Kasba	1-4-87	22·10			
Kasba to Forbesganj	1-7-89	37·97			
Forbesganj to Jogbani	15-2-09	7·40			
			67·47		
Godagari extension—					
Katihar to Godagari	1-1-09	108·80			
			108·80		
Kissengunge branch—					
Barsoi to Kissengunge	15-12-92	35·11			
			35·11		
Dhubri branch—					
Golakganj to Dhubri	23-9-02	13·60			
			13·60		
Tangla extension—					
Rangiya to Tangla	1-3-12	24·32			
			24·32		
Branch on the Santahar-Kaunia loop—					
Singhjani branch—					
Bonarpara to Fulchhari (on the right bank of the Brahmaputra).	1-9-00	8·25			
Bahadurabad (on the left bank of the Brahmaputra) to Singhjani.	18-8-12	25·86			
Kandirpara Ghat line	6-11-14	5·93			
			40·04		
Branch on the Santrabari extension—					
Dalsingpara branch—					
Raja Bhat Khawa to Kalchini	1-4-12	7·34			
Kalchini to Hasmara	1-4-13	6·66			
Hasmara to Dalsingpara	15-1-14	3·71			
			17·71	508·80	
GRAND TOTAL OPEN MILEAGE . .	...	...	...	1,043·67	
DOUBLE LINE—					
Teesta Junction to Lalmonirhat	1-9-14	7·29			
			7·29		

Details of construction—

Permanent-way.—The permanent-way consists of 50-lb. flat-footed steel rails, O.S., N.S. and B.S., and wooden sleepers, with the following exceptions:—

Eight miles of Santahar Kaunia loop, from Santahar to Tabora, are laid with 60-lb. flat-footed steel rails, B.S. The lines from Manihari Ghat to Katihar, mile 237½ to Jogbani and Golakganj to Dhubri, the Santrabari extension and the Bahadurabad-Singhjani section, including Kandirpara Ghat line, are laid with 41¼-lb. flat-footed steel rails. Nine miles of Dacca section are laid with 64-lb. double-headed and the remainder, with 62-lb. flat-footed second-hand steel rails. On the Tangla extension, the Dalsingpara branch and in certain station yards of the Dacca section the rails are second-hand 41¼-lb. flat-footed.

Ballast.—The whole of the line, except the portions from Golakganj Junction to Dhubri, Forbesganj to Jogbani, Rangiya to Tangla, Raja Bhat Khawa to Dalsingpara and Singhjani to Bahadurabad and Kandirpara Ghat line, is ballasted or shortly to be ballasted. The ballast is brick, stone or shingle.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (f)}}$. **EASTERN BENGAL RAILWAY SYSTEM**—*contd.*

3 (*c*) Eastern Bengal railway (3′ 3⅜″ gauge)—*concld.*

Details of construction—*concld.*

Fencing.—The whole of the 3′ 3⅜″ gauge lines are fenced, except the sections Santahar to Kaunia, Bonarpara to Fulchhari, Barsoi to Kissengunge, Forbesganj to Jogbani, Golakganj to Dhubri, the Santrabari extension, Rangiya to Tangla, Raja Bhat Khawa to Dalsingpara and Dacca to Mymensingh, the Gauhati extension and the Singhjani-Fulchhari extension. On the unfenced sections the station yards are usually fenced.

Curves.—The sharpest curve is of 500 feet radius.

Gradients.—The ruling gradient on the 3′ 3⅜″ gauge section is 1 in 200 which occurs at the approaches of large bridges and fairly frequently and for long lengths on the Gauhati extension where there are also short lengths of 1 in 100 and 1 in 128 between Pandu station and Gauhati. On the Santrabari extension and on the section from Raja Bhat Khawa to Kalchini the ruling gradients on the last few miles near the hills are 1 in 100, and 1 in 150, respectively, but there is a small length of 1 in 50 between Buxa Road and Jainti.

Contracts—

Nil.—The line is owned and worked by the State.

Statistics of working.—

Included with the 5′ 6″ gauge section, 3 (*a*).

3 (*c*) Eastern Bengal railway (2′ 6″ gauge)—

The Ranaghat-Krishnagar branch has been amalgamated with the Eastern Bengal railway system from 1st July 1904. The Teesta-Kurigram branch was originally a portion of the 2′ 6″ gauge lines from Teesta Junction to Mogalhat and Jatrapur, known as the Kaunia-Dharlla branch. The line from Teesta Junction to Mogalhat has been converted to the 3′ 3⅜″ gauge and now forms part of the "Kaunia-Dhubri section." The line from Kurigram to Jatrapur has been abandoned.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Ranaghat-Krishnagar branch—			
Aistala Ghat (right bank of the Churni river) near Ranaghat to Krishnagar	5-4-99	20·25	
Teesta-Kurigram branch—			
Teesta Junction to Kurigram	18-7-81	14·85	
TOTAL	...	...	35·10

Details of construction—

Permanent-way.—On the Ranaghat-Krishnagar and Teesta-Kurigram branches the rails are flat-footed steel, 25 lbs. per yard; the sleepers are pynkado and sâl.

Ballast.—The Ranaghat-Krishnagar branch is brick ballasted and the Teesta-Kurigram branch is not ballasted.

Fencing.—No lines on the 2′ 6″ gauge are fenced.

Curves.—The sharpest curve is of 500 feet radius.

Gradients.—No grade on the Ranaghat-Krishnagar and Teesta-Kurigram branches exceeds 1 in 200.

Contracts—

Nil.—The line is owned and worked by the State.

Statistics of working.—

Included with the 5′ 6″ gauge section, 3 (*a*).

3 (*d*) Cooch Behar State railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Remarks.
1	2	3	4	5
Gitaldaha to Manshahi Junction	15-9-98	18·31		This line was originally on the 2′ 6″ gauge, but was converted to, and opened on, the 3′ 3⅜″ gauge up to Cooch Behar from 14th February 1910 and up to the end of the Native State section from 13th April 1910.
Manshahi Junction to the town of Cooch Behar	15-12-98	3·22		
Torsa Bridge	16-5-00	0·11		
Cooch Behar to temporary Alipur Duar (Kholta)	15-4-99	10·96		
Temporary Alipur Duar (Kholta) to the South Bank of the Kaljani river.	18-1-00	0·49		
TOTAL	...	...	33·09	

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (f)}}$. **EASTERN BENGAL RAILWAY SYSTEM**—*contd.*

3 (*d*) Cooch Behar State railway (3′ 3⅜″ gauge)—*concld.*

Details of construction—

Permanent-way.—The permanent-way consists of flat-footed steel rails, 41¼ lbs. per yard, laid on sâl sleepers.

Ballast.—The line was unballasted, but ballasting with shingle is now in progress.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 1,300 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Agreement—

Dated the 25th February 1907, having effect from the 1st January 1907, *between the Secretary of State and His Highness the Maharaja of Cooch Behar,* as to the management, maintenance and working of the Cooch Behar State railway by the Eastern Bengal railway.

Main provisions of agreement—

(i) *Land.*—
(ii) *Government aid.*— } The railway is the property of the Cooch Behar Durbar, which provides all funds not contemplated in clause 2 of the agreement required for the completion and equipment of the line from time to time, and is managed, maintained and worked by the agency of the Eastern Bengal railway.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } For management, maintenance and working, the Eastern Bengal railway retains 40 per cent of the gross earnings: provided that when the stock of the Eastern Bengal railway is used for the conveyance of any traffic on the Cooch Behar State railway, the Eastern Bengal railway retains up to, but not exceeding, 45 per cent of the gross earnings obtained from the use of such stock. The remainder, being the net earnings of the Branch, is paid over to the Durbar.

(v) *Rates and fares.*—The Administration of the Eastern Bengal railway has full control over the rates and fares on the Cooch Behar State railway, subject to the maxima and minima prescribed by the Government of India in schedule A appended to the agreement (certain station to station rates applicable after the opening of the Dharlla bridge are prescribed in schedule B to the agreement).

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—Mails are conveyed in accordance with rules in force on State railways. There is no special provision in the agreement for the carriage of troops, high Government officials and Government stores.

(*b*) Government bullion and coin, and the persons in charge thereof.—Not specified.

(vii) *Power of the Government to determine agreement.*—
(viii) *Power of the Cooch Behar Durbar to determine agreement.*— } Terminable on the expiry of six months' notice from either side.

(ix) *Term of agreement.*—Until determined under (vii) and (viii).

Statistics of working (those for the periods prior to 1906 will be found in appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.	Remarks.
1	2	3	4	5	6	7	8	9
	Miles.	Rs.	Rs.	Rs.		Rs.		
1906 . .	33·60	14,87,786	1,68,754	77,815	5·23	97	*53·89	*The increase in 1906 and 1907, and the decrease in 1909, are chiefly due to the cost of repairs of damages caused by floods in 1906, which were originally debited to Revenue in 1906 and 1907 having been written back to capital in 1909. † The increase is due chiefly to the debit to Revenue of the cost of repairs of flood damages.
1907 . .	33·60	15,20,857	1,79,263	91,484	6·01	103	*48·97	
1908 . .	33·60	15,17,033	1,96,254	1,14,833	7·57	112	41·48	
1909 . .	33·60	17,71,553	1,91,077	1,39,144	7·85	109	*27·17	
1910 . .	33·27	20,45,637	2,03,510	1,08,039	5·28	118	†46·91	
1911 . .	33·09	19,08,477	2,61,711	1,18,360	6·20	152	45·23	
1912 . .	33·09	19,30,869	2,71,097	1,46,019	7·56	157	46·13	
1st qr. of 1913.	33·09	19,49,385	77,277	41,562	8·52	180	46·34	
1913-14 .	33·09	20,22,791	3,00,374	1,63,808	8·05	175	45·46	
1914-15 .	33·09	20,50,061	2,69,264	1,41,749	6·91	156	47·36	
1915-16 .	33·09	19,59,396	2,63,494	1,40,785	7·18	153	46·57	

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (f)}}$. EASTERN BENGAL RAILWAY SYSTEM—*contd.*

3 (*e*) Mymensingh-Jamalpur-Jagannathganj railway (3′ 3⅜″ gauge)—

Date of registration of the Company.—9th June 1899.

This line, which terminates on the Brahmaputra river, is connected with the Eastern section of the Eastern Bengal railway at Goalundo by the India General Navigation and Railway and River Steam Navigation Companies' steamer services. The new Singhjani-Fulchhari extension, starting at Singhjani, a station on this line, links it with the Northern section of the Eastern Bengal railway at Fulchhari.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Mymensingh to Singhjani	15-10-98	33·32	
Singhjani to Jagannathganj	22-10-99	20·34	
TOTAL	...	...	53·66

Details of construction—

Permanent-way.—The permanent-way consists of 50-lb. flat-footed steel rails, O.S., laid on sâl sleepers.

Ballast.—The line is ballasted throughout with brick.

Fencing.—The line is fenced only at stations and through the town of Mymensingh.

Curves.—The sharpest curve is of 2,685 feet radius.

Gradients.—The ruling gradient is 1 in 300.

Agreements and contract—

Agreement, dated the 6th January 1897 (called the preliminary agreement) and Contract, dated the 6th January 1897 (called the scheduled contract) *between the Secretary of State and the India General Steam Navigation Company* (called the Old Company), as to the construction, management, maintenance and working of the Mymensingh-Jamalpur-Jagannathganj branch railway.

Agreement, dated the 3rd October 1899, (supplemental to the preliminary agreement and scheduled contract of 1897), *between the India General Steam Navigation Company* (called the Old Company) and Messrs. W. H. Cheetham, C. C. Kilburn, and A. Pointon, merchants, the liquidators thereof, *the India General Navigation and Railway Company* (called the New Company), *and the Secretary of State*, as to the substitution, as from the 1st July 1899, of the New Company for the Old Company as a party to the preliminary agreement and the scheduled contract, respectively, and for the transfer of the domicile of the Mymensingh-Jamalpur-Jagannathganj branch railway Head Office from Calcutta to London.

Main provisions of agreements and contract—

(i) *Land.*—Provided by the Government free of cost to the Company.

(ii) *Government aid.*—For the more convenient and economical construction of the railway its execution was undertaken by the Government, who also stock, manage, maintain and work it through the agency of the Eastern Bengal railway. The Government agree to allow to the Company, in respect of each calendar year, by way of rebate, such a sum not exceeding in any year the net earnings from traffic interchanged between the Eastern Bengal railway system and the Company's railway only, as shall together with the Company's net earnings for the year, make up 3½ per cent. per annum, on the actual capital expenditure on the branch, (Mymensingh is to be considered a station on the Eastern Bengal railway system, and cross traffic passing over the Company's line when booked through between stations on the Dacca-Mymensingh section and other stations on the Eastern Bengal railway is not to be taken into account in calculating rebate).

(iii) *Terms of working.*— (iv) *Distribution of profits.*— For management, maintenance, working and the use of rolling-stock, the Eastern Bengal railway retains 45 per cent. of the gross earnings of the branch; the remainder, being the net earnings, is paid over to the Company.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (f)}}$. **EASTERN BENGAL RAILWAY SYSTEM—*concld.***

3 (*e*) Mymensingh Jamalpur-Jagannathganj railway (3′ 3⅜″ gauge)—*concld.*

Main provisions of agreements and contract—*concld.*

(v) *Rates and fares.*—To be arranged between the Government and the working agency, subject to the condition that they are to be within the maxima and minima, and that the classification of goods is to be in conformity with that in force on the Eastern Bengal railway.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } Not specified.

(vii) *Power of the Government to determine contract.*—Government may determine the contract on 12 months' notice either on—

(*a*) the 31st December 1919, or at the end of any subsequent period of 10 years, in which case the Government undertake to pay to the Company in rupees a sum equal to 25 times the amount of the average yearly net earnings, not including rebate payments, derived by the Company from the branch railway during the three years immediately preceding the time at which the contract is determined, provided that such sum shall not exceed by more than 20 per cent. the total capital expenditure of the Company, nor be less than such total capital expenditure; or

(*b*) on the 31st December 1948, in which case the Government undertake to pay to the Company a sum equal to the total capital expenditure in rupees.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract.*—Until determined under (vii).

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from the Eastern Bengal railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.	Remarks.
1	2	3	4	5	6	7	8	9	10	11	12
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.		
1898 .	33·07	10,44,638	7,660	4,213	0·40	...	4,213	0·40	27	45·00	*The increase is due to the expenditure incurred on terminals at Jagannathganj. †The increase is due to the expenditure incurred on diverting about 4 miles of main line near Bidyaganj. ‡The decrease is due to the write-back of expenditure referred to in the remark marked †.
1899 .	53·37	16,11,248	66,499	36,575	2·27	...	36,575	2·27	35	45·00	
1900 .	53·37	18,78,395	1,62,028	89,116	4·74	...	89,116	4·74	58	45·00	
1901 .	53·37	20,84,346	1,67,756	92,265	4·43	...	92,265	4·43	60	45·00	
1902 .	53·14	22,85,677	2,05,251	1,12,888	4·94	...	1,12,888	4·94	74	45·00	
1903 .	52·70	23,28,917	2,22,825	1,19,573	5·13	...	1,19,573	5·13	82	*46·34	
1904 .	51·37	23,51,113	2,21,168	1,18,336	5·03	...	1,18,336	5·03	81	*46·49	
1905 .	50·69	23,86,029	2,16,642	1,18,748	4·98	...	1,18,748	4·98	81	*45·19	
1906 .	53·22	24,15,248	2,72,929	1,50,030	6·21	...	1,50,030	6·21	103	*45·03	
1907 .	53·90	24,34,018	3,31,673	1,82,402	7·50	...	1,82,402	7·50	122	45·00	
1908 .	53·91	24,50,870	3,94,866	2,17,176	8·86	...	2,17,176	8·86	141	45·00	
1909 .	54·55	24,84,174	3,80,917	2,09,504	8·43	...	2,09,504	8·43	134	45·00	
1910 .	55·51	25,31,451	3,78,228	2,08,025	8·22	...	2,08,025	8·22	133	45·00	
1911 .	55·22	25,72,135	3,96,262	2,17,944	8·47	...	2,17,944	8·47	137	45·00	
1912 .	55·22	26,27,077	3,96,790	2,18,235	8·31	...	2,18,235	8·31	138	45·00	
1st qr. of 1913.	55·22	26,46,049	99,227	54,575	2·06	...	54,575	2·06	138	45·00	
1913-14.	55·22	26,39,250	5,11,305	2,57,198	9·74	...	2,57,198	9·74	178	†49·70	
1914-15.	55·22	26,58,778	5,12,412	3,05,846	11·50	...	3,05,846	11·50	178	‡40·31	
1915-16.	53·66	26,67,078	5,50,484	3,02,739	11·35	...	3,02,739	11·35	197	45·00	

3 (*f*) Khulna-Bagirhant railway (2′ 6″ gauge)—

Date of registration of the Company—1916.

The construction of this line by the Eastern Bengal railway on behalf of a Branch Line Company was sanctioned in Railway Board's Notification No. 448-P., dated the 9th March 1916.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Khulna to Bagirhant (sanctioned on 9th March 1916)	...	20·53	20·53

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 4}{\text{Sub-heads } (a) \text{ to } (d)}$. **EAST INDIAN RAILWAY SYSTEM—**

Chairman.—Sir Frederick R. Upcott, K.C.V.O., C.S.I.
Secretary.—Charles W. Young, Esq.
Offices.—28-30, Nicholas Lane, London, E. C.
Date of registration of the old guaranteed company.—1849.

Lines comprised in the system.—The East Indian railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) East Indian railway (5′ 6″ gauge)	2,448·22	50·57	2,498·79
(*b*) Delhi-Umballa-Kalka railway (5′ 6″ gauge)	191·64	14·81	206·45
(*c*) South Bihar railway (5′ 6″ gauge)	79·19	...	79·19
(*d*) Jind-Panipat railway (Native State Section) (5′ 6″)	...	28·80	28·80
Total	2,719·05	94·18	2,813·23

Running powers—

	Miles.
Home line over Foreign lines :—	
Idgah Agra to Agra Fort, Bombay, Baroda and Central India (3′ 3⅜″ gauge) railway, for goods trains only	1·24
Naihati to Majherhat, Eastern Bengal railway } for goods trains only	31·25
Canal Junction to Chitpore „ „ „ } for goods trains only	1·75
Moghal Sarai to Benares Cantonment, Oudh and Rohilkhand railway, for certain passenger trains only	10·00
Idgah Agra to Agra Cantonment, Great Indian Peninsula railway, for goods trains only	1·46
Total	45·70
Foreign lines over Home line :—	
Bengal-Nagpur railway at Katni } for passenger and goods trains	0·30
„ „ „ at Katrasgarh } for passenger and goods trains	0·66
„ „ „ at Asansol } for passenger and goods trains	0·50
„ „ „ at Howrah, for passenger trains only	1·00
Great Indian Peninsula railway at Cawnpore, for passenger trains 0·97 mile and for goods trains 0·52 mile	1·49
„ „ „ at Katni, for goods trains only	0·38
„ „ „ at Manikpur } for passenger and goods trains	0·63
North Western and Oudh and Rohilkhand railways, Ghaziabad to Delhi } for passenger and goods trains	13·00
Total	17·96

4 (*a*) East Indian railway (5′ 6″ gauge)—

The lines owned by the late East Indian Guaranteed Railway Company were purchased by the State in 1879, and all the contracts then subsisting between the Secretary of State and the company (except those relating to debentures or debenture stock) were determined. The purchase price was £32,750,000, and it was provided that this should be paid in the form of a terminable annuity of the amount of £1,473,750, payable from the 1st January 1880 to the 14th February 1953. One-fifth of the annuity was deferred, and the holders of this portion (representing a capital sum of £6,550,000) constitute the present East Indian Railway Company. Since the purchase certain State and Companies' branch lines were incorporated in the undertaking.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Howrah to Hooghly	15-8-54	23·28		
Hooghly to Pundooah	1-9-54	14·31		
Pundooah to Khana Junction	3-2-55	36·85		
Khana Junction to Raneegunge	3-2-55	45·71		
Raneegunge to Siarsol (near Asansol)	21-7-63	1·70		
Siarsol (near Asansol) to Sitarampur	1-1-65	15·15		
Sitarampur to Luckeeserai Junction	1-1-71	124·59		
Luckeeserai to Dinapore	17-11-62	82·42		
Dinapore to Moghal Sarai	22-12-62	125·57		
Moghal Sarai to Mirzapur	1-1-64	89·28		
Mirzapur to South Bank, Jumna	4-4-64	52·95		
Jumna Bridge to Allahabad	15-8-65	2·70		
Allahabad to Cawnpore	3-3-59	119·47		
Cawnpore to Etawah	1-7-61	86·46		
Etawah to Shikohabad	13-11-61	34·39		
Shikohabad to Tundla Junction	1-4-62	22·92		
Tundla Junction to Aligarh	1-3-63	48·56		
Aligarh to Chola (Bulandshahr Road)	1-4-64	35·54		
Chola to Delhi (South Bank, Jumna)	1-8-64	41·29		
Delhi Terminus	1-1-67	1·78		
			954·92	
Loop line—				
Khana Junction to River Adjai	3-10-58	19·00		
River Adjai to Sainthia	3-9-59	25·12		
Sainthia to Tinpahar	15-10-60	76·12		
Tinpahar to Bhagalpur	1-11-61	69·15		
Bhagalpur to Jamalpur	10-2-62	33·08		
Jamalpur to Kiul	17-11-62	28·00		
			250·42	
Carried over	...	...	...	1,205·34

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 4 / Sub-heads (*a*) to (*d*) . **EAST INDIAN RAILWAY SYSTEM**—*contd.*

4 (*a*) East Indian railway (5′ 6″ gauge)—*contd.*

Progress in opening—*contd.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward .	...	...	...	1,205·34	
Grand Chord—					
Sitarampur to Barakar	1-1-65	5·43			
Barakar to Dhanbaid	20-5-94	25·75			
Dhanbaid to Paharpur	6-12-06	103·69			
Paharpur to Manpur	15-8-06	17·42			
Gya to Moghal Sarai	1-3-09	126·11			
			278·40		
Branches on the Main line—					
*Tarkessur branch**—					
Sheoraphuli to Tarkessur	1-1-85	22·21			
			22·21		
Bhadreswar branch—					
Bhadreswar Junction to the river bank . .	6-12-82	2·60			
			2·60		
Naihati branch—					
Bandel Junction to Naihati . . .	15-3-87	4·47			
			4·47		
Bandel-Barharwa branch—					
Bandel Junction to Nabadwip . . .	1-4-12	40·50			
Nabadwip to Katwa	15-5-12	24·25			
Katwa to Jangipur Road	1-5-13	65·91			
Jangipur Road to Dhulian Ganges .	31-1-13	17·24			
Dhulian Ganges to Barharwa . . .	19-1-11	18·32			
			166·22		
Ondal-Sainthia Chord—					
Ondal to Sainthia	10-12-06	43·91			
			43·91		
Ondal loop—					
Ondal to Baboisole	1-5-64	2·03			
Baboisole to Mangalpur	1-1-63	2·74			
Mangalpur to Toposi	2-2-63	2·65			
Toposi to Ikrah Junction	15-4-94	2·42			
Ikrah Junction to Gaurangdi	1-6-95	14·16			
Gaurangdi to Rupnarainpur	30-3-95	7·54			
			31·54		
Toposi-Barabani Chord—					
Toposi to mile 3·79	15-6-08	3·79			
Mile 3·79 to mile 6·50 towards Barabani .	19-4-15	2·71			
			6·50		
Ikrah branch—					
Ikrah Junction to Barabani . . .	15-4-94	8·40			
Barabani to Sitarampur	15-4-02	6·98			
			15·38		
Salanpur branch—					
Salanpur to Shamdi	7-9-94	4·29			
	1-1-97	1·24			
			5·53		
Giridih branch—					
Madhupur Junction to Giridih . . .	1-1-71	26·70			
			26·70		
Deoghur branch†—					
Jasidih Junction to Baidyanathdham . .	23-12-82	4·12			
			4·12		
Mokameh Ghat branch—					
Tal Junction, *viâ* Mokameh Ghat, to Mokameh Junction.	1-5-83	2·98			
			2·98		
Patna Ghat branch—					
Patna to Patna Ghat	17-11-62	0·87			
			0·87		
Patna-Gya branch‡—					
Bankipore Junction to Bankipore . .	2-6-79	0·25			
Bankipore to Jehanabad	21-4-79	28·95			
Jehanabad to Gya	2-6-79	28·48			
			57·68		
Digha Ghat branch—					
Bankipore Junction to Digha Ghat . .	2-4-85	5·53			
			5·53		
Tari Ghat branch§—					
Dildarnagar Junction to Tari Ghat . .	5-10-80	12·00			
			12·00		
Benares chord—					
Dihwa Block hut to Bechupur (Oudh and Rohilkhand railway.)	14-5-10	1·18			
			1·18		
Jubbulpore branch—					
Naini Junction to Jubbulpore . . .	1-8-67	224·49			
			224·49		
				912·31	
Carried over .	...	...	...	2,117·65	

*This line was constructed by the Tarkessur Railway Company and worked by the East Indian Railway Company, under an agreement, up to the 31st December 1914. It was acquired by the State and incorporated with the East Indian railway on the 1st January 1915.

†This line was constructed on the 3′ 3¾″ gauge and worked by Messrs. Burn and Co. of Calcutta up to the 30th June 1911. It was acquired by the State and incorporated with the East Indian railway on the 1st July 1911 and converted to the 5′ 6″ gauge on the 13th September 1913.

‡This line was constructed by the State and worked by that agency up to 1882. It was made over to the East Indian Railway Company to be worked, under an agreement, on the 1st January 1883 and incorporated with the East Indian railway on the 1st July 1892.

§This line is the old Dildarnagar-Ghazipur State railway which was incorporated with the East Indian railway on the 1st January 1889.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 4 / Sub-heads (*a*) to (*d*). **EAST INDIAN RAILWAY SYSTEM—*contd.***

4 (*a*) East Indian railway (5′ 6″ gauge)—*contd.*

Progress in opening—*contd.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward	...	...	...	2,117·65	
Allahabad Fort branch	3-3-59	2·33	2·33		
Cawnpore city branch	15-2-79	0·88	0·88		
Shikohabad-Farukhabad branch—					
Shikohabad to Mainpuri	1-3-05	29·71			
Mainpuri to Bhongaon	17-8-05	8·63			
Bhongaon to Farukhabad	1-1-06	27·61	65·95		
Agra branch—					
Tundla Junction to Jumna bridge	1-4-62	13·35			
Jumna bridge to Agra city (Agra direct access.)	15-10-07	1·64	14·99		
Hathras branch—					
Hathras Junction to Hathras Kilah	1-11-98	5·58	5·58		
Hapur branch—					
Khurja to Bulandshahr	7-2-07	14·00			
Bulandshahr to Hapur	15-4-07	24·81	38·81		
Branches on the loop line—					
*Azimganj branch—**					
Naihati to Azimganj	21-12-63	27·23	27·23		*This line was constructed by the Indian Branch (afterwards Oudh and Rohilkhand) Railway Company as a 4′ gauge line. It was purchased by the State on the 31st March 1872, incorporated with the East Indian railway on the 1st April 1892 and opened on the 5′ 6″ gauge on the 15th July 1892.
Rajmehal branch—					
Tinpahar Junction to Rajmehal	15-10-60	7·00	7·00		
Sakrigali branch—					
Sakrigali Junction to the river Ganges	1-1-94	1·45	1·45		
Mirza Chowki branch—					
Mirza Chowki to the river side	1-3-09	0·20	0·20		
Bhagalpur Bausi branch—					
Bhagalpur to Mandar Hill	1-10-11	31·55	31·55		
Sultangunge Ghat branch—					
Sultangunge Junction to Sultangunge Ghat	6-5-95	1·16	1·16		
Monghyr branch—					
Jamalpur Junction to Monghyr	10-4-62	5·68	5·68		
Branches on the Grand Chord—					
Chanch branch—					
Chanch block hut to mile 197·30	1-2-93 5-8-96	2·88 1·00	3·88		
Pandra branch—					
Pandra block hut to mile 151·41	26-11-00	2·66	2·66		
Pradhankhunta-Pathardihi Chord—					
Pradhankhunta to Pathardihi	1-1-13	9·59	9·59		
Katras branch—					
Dhanbaid to Katrasgarh	20-5-94	9·11	9·11		
Damuda branch—					
Kasunda to Jharia	30-6-95	4·60			
Jharia to Pathardihi	30-6-95 15-7-96	3·40 1·77	9·77		
Jharia branch—					
Dhanbaid to Jharia	1-5-03	13·75	3·75		
Kasunda Tetulmari link—					
Kasunda to Tetulmari (including portion of Chandur branch).	20-4-07 6-12-06	3·15	3·15		
Katras-Khanoodih extension—					
Katrasgarh to Khanoodih	7-3-03	7·17	7·17		
Katras-Mulkera cross connection—					
Northern half of connection	15-8-03	0·66	0·66		
Barun-Daltonganj branch—					
Sone East Bank (Barun) to Rajhara	3-5-02	67·30			
Rajhara to Daltonganj	15-12-02	10·72	78·02		
				330·57	
TOTAL OPEN MILEAGE CARRIED OVER	...	...	...	2,448·22	

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d)}}$. **EAST INDIAN RAILWAY SYSTEM**—*contd.*

4(*a*) East Indian railway (5′ 6″ gauge)—*contd.*

Progress in opening—*contd.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward.	...	...	...	2,448·22	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—					
Toposi-Barabani chord—					
6·50 miles from Toposi to Barabani (sanctioned on 28th May 1913).	...	3·70			
Howrah-Burdwan direct line—					
Saktigar near Burdwan to Kamarkundu (sanctioned on 27th May 1913).	...	29·80			
Kamarkundu to Bally (sanctioned on 9th June 1915).	...	15·22			
Allahabad Fort branch—					
Extension to Daraganj (sanctioned on 23rd November 1914).	...	1·85			
			50·57		
				50·57	
GRAND TOTAL .	...	...	...	2,498·79	
SEXTUPLE LINE—					
Howrah station to Bengal-Nagpur railway Junction cabin	1-1-08	0·85	0·85		
				0·85	
QUADRUPLE LINE—					
Bengal-Nagpur Railway Junction cabin to Lillooah	1-1-07	2·08			
Serampore to Sheoraphuli	26-6-13	1·50			
			3·58		
				3·58	
TRIPLE LINE—					
Lillooah to Uttarpara	1-10-15	3·07			
Uttarpara to Serampore	3-6-12	6·05			
Sheoraphuli to Baidyabati	18-9-13	0·87			
Debipur to Boinchee	1-1-08	2·62			
Raneegunge to Asansol	22-7-07	11·05			
			23·66		
DOUBLE LINE—					
On the main line—				23·66	
Sheoraphuli to Chandernagore . . .	1-2-58	*5·82			*Excluding the triple length.
Chandernagore to Hooghly	1-5-58	3·04			
Hooghly to Magra	1-10-58	5·49			
Magra to Pundooah	25-2-59	8·82			
Pundooah to Burdwan	1-10-59	*26·07			
Burdwan to Khana	1-1-59	8·16			
Khana to Durgapur	1-6-70	31·35			
Durgapur to Raneegunge	2-9-70	14·36			
Raneegunge to Sitarampur	19-12-70	*5·55			
Sitarampur to Luckeeserai	1-1-71	124·59			
Luckeeserai to Burhee	22-6-60	9·82			
Burhee to Barh	22-2-68	27·10			
Barh to Futwah	11-1-68	25·87			
Futwah to Dinapore	20-3-67	19·63			
Dinapore to Bihta	13-8-68	10·84			
Bihta to Arrah	28-3-70	13·64			
Arrah to Buxar	13-8-68	42·63			
Buxar to Dildarnagar	15-4-82	22·47			
Dildarnagar to Zamania	20-5-82	8·42			
Zamania to Sakaldiha	20-9-82	16·17			
Sakaldiha to Moghal Sarai	10-8-82	11·40			
Moghal Sarai to Ahraura Road	10-8-07	7·92			
Ahraura Road to Kylahat	8-12-08	4·95			
Kylahat to Chunar	29-12-08	5·22			
Chunar to Dagmagpur	19-2-09	4·91			
Dagmagpur to Pahara	27-2-09	4·91			
Pahara to Jhingura	16-1-08	4·61			
Jhingura to Mirzapur	6-8-07	6·76			
Mirzapur to Bindhachal	6-7-11	4·56			
Bindhachal to Birohe	12-7-11	2·91			
Birohe to Gaipura	26-9-11	4·64			
Gaipura to Jigna	10-10-11	4·34			
Jigna to Mandah Road	16-11-11	5·24			
Mandah Road to Unchdih	30-11-11	5·07			
Unchdih to Meja Road	23-11-11	5·19			
Meja Road to Tonse bridge	26-10-11	3·24			
Tonse bridge to Bheerpur	10-4-11	3·58			
Bheerpur to Karchana	9-4-11	5·74			
Karchana to Chheoki	6-8-09	5·70			
Chheoki to Naini	31-1-07	1·08			
Naini to Allahabad	15-1-06 4-10-13	3·76 0·60			
Allahabad to Subadargunge	27-1-09	3·50			
Ghaziabad to Shahdara	20-2-02	8·13			
Shahdara to east side of Jumna bridge near Delhi	1-7-02	2·57			
East side of Jumna bridge to Delhi . .	6-3-13	3·24			
Carried over .	...	...	53·61		

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d)}}$. **EAST INDIAN RAILWAY SYSTEM**—*contd.*

4 (*a*) East Indian railway (5′ 6″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward	...	...	553·61		
DOUBLE LINE—*concld.*					
On the branches of the main line—					
Naihati branch	15-3-87 1-7-04	4·47			
			4·47		
On the Grand Chord—					
Sitarampur to Barakar	6-3-01	5·43			
Chanch to Mugma	29-9-05	3·78			
Mugma to Futka	29-1-06	3·16			
Futka to Kaloobathan	17-1-06	2·59			
Kaloobathan to Chhota Ambona	21-3-06	5·79			
Chhota Ambona to Pradhankhunta	17-10-05	3·68			
Pradhankhunta to Dhanbaid	20-8-06 1-7-06	5·01			
Gujhandi to Gurpa	11-3-07	13·62			
Gya to Kastha	30-4-14	4·93			
Ganj Khwaja to Moghal Sarai	4-5-14	3·14			
			51·13		
On the branches of the Grand chord—					
Portion of Jharia branch	1-1-04 26-9-12	0·17 1·45			
Lodna to Pathardihi	1-1-13	0·45			
			2·07		
GRAND TOTAL, DOUBLE LINE	...	...	...	611·28	

Details of construction—

Permanent-way.—The main line from Howrah to Delhi, including the Grand Chord, the Loop line from Khana Junction to Kiul, the Jubbulpore branch, Tarkessur branch, Jharia branch, Ondal loop, Ikrah branch, Giridih branch, Patna-Gya branch, Barun-Daltonganj branch, Agra branch, Shikohabad-Farukhabad, Bandel-Barharwa and Bhagulpur-Bausi branches are laid with steel rails throughout. A few short branches are still laid with iron rails, but these are being replaced with second-hand steel rails removed from the main line in the course of relaying operations.

On both the up and down roads of the main line from Howrah to Allahabad, a distance of about 564 miles, the rails are 85-lb. bull-headed with the exception of a few lengths aggregating 310 miles laid with 88½-lb. bull-headed rails, and 2 short lengths of about 2 miles laid with 75-lb. double headed rails.

Above Allahabad the main line up to Fatehpur (mile 636) is laid with 85-lb. bull-headed rails. The sections Fatehpur to Kanchausi (about 90 miles) and Sikandarpore to Patpore (about 45 miles) are laid with 88½-lb. bull-headed rails. The rest of the main line and branches are laid with 75-lb. double-headed rails.

The Grand Chord line, is laid with 85-lb. rails, between Sitarampore and Gurpa, and with 88½-lb. bull-headed rails, between Gurpa and mile 339, near Sone East Bank (excepting a length of 5 miles) and between mile 375 (near Pusauli) and Moghal Sarai and on the newly opened down track between Gya and Kastha and Ganj Khwaja and Moghal Sarai. The remaining length is laid with 75-lb. double-headed rails.

The Deoghur and Tarkessur branches are laid with 75-lb. double-headed rails and the Naihati branch with 88½-lb. bull-headed rails.

As at present laid, about thirty per cent of the sleepers are wooden and the remainder iron. The wooden sleepers principally consist of sâl and deodar; but of late jarrah and Australian hard wood sleepers have also been put into the road. The chairs are cast iron and vary in weight from 36 to 51½ lbs. The iron sleepers are of the Denham-Olpherts' pattern and weigh about 252 lbs. each.

Ballast.—The line, with the exception of the Barharwa-Bandel branch, is ballasted throughout with stone.

Fencing.—The line is fenced throughout, except on the Damoodur, Ikrah, Salanpur, Chanch, Pandra, Azimganj, Barun-Daltonganj, Shikohabad-Farukhabad, Barharwa-Bandel, Bhagalpur-Bausi and Deoghur branches, the Ondal loop and the Ondal-Sainthia and Dhanbaid-Jharia chords.

Curves.—The sharpest curve is of 1,000 feet radius and situate between Agra (Jumna Bridge station) and Agra City station.

Gradients.—The ruling gradient on the main line is 1 in 300, except between Raneegunge and Luckeeserai where it is 1 in 200 with a 1 in 100 banking section, between Simultala and Jhajha, and on the Grand Chord, 1 in 200 (compensated on curves), with a 1 in 80 banking section between Gurpa and Gujhandi. The ruling gradient on the Tarkessur branch, is 1 in 500, on the Shikohabad-Farukhabad branch is 1 in 400, on the Daltonganj branch, 1 in 333, on the Patna-Gya and Digha Ghat branches, 1 in 250. On the Bandel-Barharwa branch, the Loop line, the Monghyr branch, the Ondal-Sainthia chord, the Bhagalpur-Bausi branch, the Khurja-Hapur branch and the Jubbulpore branch, it is 1 in 200; on the Azimganj branch, 1 in 100, and on the Deoghur branch 1 in 50.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads } (a) \text{ to } (d)}$. **EAST INDIAN RAILWAY SYSTEM—*contd.***

4 (*a*) East Indian railway (5′ 6″ gauge)—*contd.*

Contracts and agreement—

Contract, dated the 22nd December 1879 (called the principal contract) *between the Secretary of State and the East Indian Railway Company*, as to the maintenance, management and working of the undertaking.

Agreement, dated the 27th July 1882, *between the Secretary of State and the East Indian Railway Company*, as to the working of the Kurhurbaree and Serampore collieries.

Contract, dated the 10th November 1893 (supplemental to the contract of 1879), *between the Secretary of State and the East Indian Railway Company*, as to the incorporation in the undertaking of certain State branch lines.

Contract, dated the 26th February 1896 (supplemental to the contract of 1879), *between the Secretary of State and the East Indian Railway Company*, as to the raising of capital by debentures.

Contract, dated the 22nd November 1897 (supplemental to the contracts of 1879 and 1896), *between the Secretary of State and the East Indian Railway Company*, as to the construction and working of the Moghal Sarai-Gya railway.

Contract, dated the 4th April 1899 (supplemental to the contract of 1879), *between the Secretary of State and the East Indian Railway Company*, as to the creation of debenture stock.

Contract, dated the 14th November 1899 (modifying the contract of the 22nd December 1879 as supplemented by the contracts of 1896 and 1899), *between the Secretary of State and the East Indian Railway Company.*

Contract, dated the 16th April 1903 (supplemental to the contracts of 1899, and to those of 1879, 1896 and 1899 therein referred to), *between the Secretary of State and the East Indian Railway Company*, as to the adoption of 1*s.* 4*d.* per rupee as the "prescribed" rate of exchange.

Contract, dated the 10th July 1907 (supplemental to the contracts of 1879, 1899 and 1903), *between the Secretary of State and the East Indian Railway Company*, as to the creation of a 3½ per cent Debenture stock.

Contract, dated the 25th October 1911, *between the Secretary of State, the Deoghur Railway Company and the East Indian Railway Company*, as to the transfer to the Secretary of State of the Deoghur railway and its management, maintenance and working by the East Indian Railway Company as a part of the undertaking.

Contract, dated the 10th June 1914, *between the Secretary of State and the East Indian Railway Company*, as to the adoption of the Government Financial year for the preparation of accounts.

Contract, dated the 3rd May 1915, *between the Secretary of State and the East Indian Railway Company*, as to the creation of 4½ *per cent.* Debenture Stock.

Main provisions of contracts and agreement—

(i) *Land.*—Provided by the Government at the cost of capital.

(ii) *Government aid.*—Guarantee of interest in sterling at 4 per cent per annum on £6,550,000, the capital sum representing the deferred portion (one-fifth) of the annuity payable by Government in purchase of the East Indian railway. Also guarantee of principal and interest in respect of debentures and debenture stock issued by the Company.

(iii) *Distribution of profits.*—The surplus profits in each half-year remaining after payment of interest and annuity charges, and the contribution to the Provident Fund, to be divided as follows :—
Of the first Rs. 25,00,000 of such surplus profits (or of the whole amount when it does not exceed Rs. 25,00,000) the Government to receive four-fifths and the Company one-fifth ; of any excess beyond Rs. 25,00,000 the Government to receive fourteen-fifteenths and the Company one-fifteenth.

(iv) *Rates and fares.*—Maximum and minimum rates and fares to be authorised, and the classification of passengers and goods to be prescribed, by the Government.

(v) *Special obligations as to the conveyance of —*
(*a*) Mails, troops, high Government officials and Government stores.—To be conveyed on same general conditions, and at rates (to be approved by the Government) not less than those in force for the time being for similar services on State railways of the same gauge.
(*b*) Government bullion and coin, and the persons in charge thereof.—To be carried at special rates to be from time to time approved by the Government.

(vi) *Power of the Government to determine contract.—*
(vii) *Power of the Company to surrender contract.—* } By the contract of the 14th November 1899 the Government and the Company mutually agree that they will not determine the contract dated the 22nd December 1879 before the 31st December 1919. On that date, or at the end of any succeeding fifth year thereafter, either party may determine the contract by giving two years' previous notice. (On the determination of the contract the portion of the annuity that has been deferred will become payable for the period remaining up to the 14th February 1953.)

(viii) *Term of contract* [*if not determined under* (vi) *and* (vii)].—80 years from 1st January 1880.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads } (a) \text{ to } (d)}$. **EAST INDIAN RAILWAY SYSTEM—*contd.***

4 (*a*) East Indian railway (5′ 6″ gauge)—*concld.*

Statistics of working (Those for 1879 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Annuity.	Company's share of surplus profits (based on terms of contract) *attributable to each year.*	Gain to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11	12
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	
1880.	1,504·25	34,18,12,052	4,29,45,116	2,84,66,874	8·33	*a*1,96,03,398	...	17,72,690	70,90,786	549	33·71
1881.	1,506·75	34,67,27,455	4,54,11,472	3,06,38,827	8·84	30,27,492	1,72,92,000	20,63,867	82,55,468	578	32·53
1882.	1,506·77	34,83,42,743	4,71,17,594	2,94,15,386	8·44	31,83,022	1,72,92,000	17,88,073	71,52,291	601	37·57
1883.	1,509·46	35,02,20,413	4,94,67,085	3,08,77,691	8·82	33,68,151	1,75,10,887	19,99,731	79,98,922	630	37·58
1884.	1,509·46	35,34,09,667	4,38,38,714	2,70,76,204	7·66	34,79,206	1,77,35,384	11,72,323	46,89,291	558	38·24
1885.	1,514·99	35,61,22,471	4,63,86,889	2,97,35,295	8·35	36,22,093	1,79,65,714	16,29,502	65,17,986	589	35·90
1886.	1,514·86	35,80,42,570	4,66,70,853	3,02,20,962	8·44	37,84,444	1,89,50,137	14,97,276	59,89,105	591	35·25
1887.	1,513·36	35,85,11,962	4,60,65,661	3,09,98,517	8·65	38,48,886	1,92,13,333	15,87,259	63,49,039	583	32·71
1888.	1,513·45	35,82,32,469	4,54,36,902	3,00,27,370	8·38	38,60,374	2,03,43,530	11,64,693	46,58,773	567	33·91
1889.	1,525·44	35,98,56,817	4,49,57,901	2,91,14,970	8·09	39,98,237	2,09,60,000	8,31,347	33,25,386	557	35·24
1890.	1,525·44	36,00,54,709	4,34,39,355	2,95,24,546	8·20	39,95,919	2,03,43,530	10,37,019	41,48,078	538	32·03
1891.	1,525·44	35,94,69,179	4,94,85,230	3,56,54,312	9·92	37,33,297	1,86,94,054	26,45,392	1,05,81,569	615	27·95
1892.	1,610·27	36,51,42,775	4,88,55,105	3,48,16,719	9·54	37,25,754	2,06,47,164	20,88,760	83,55,041	587	28·73
1893.	1,610·73	37,17,65,626	*b*5,08,44,654	3,60,94 293	9·71	41,26,889	2,34,46,780	17,04,125	68,16,499	584	29·01
1894.	1,664·11	37,50,81,624	*b*5,26,89,485	3,64,26,405	9·71	43,37,988	2,43,89,582	15,39,767	61,59,068	604	30·87
1895.	1,700·19	38,08,79,764	*c*5,41,50,856	*c*3,78,34,726	9·93	45,78,671	2,61,01,132	14,29,078	57,30,845	603	30·13
1896.	1,701·11	38,54,11,272	*d*5,40,69,142	*d*3,67,77,682	9·54	46,90,562	2,58,59,455	12,45,733	49,81,932	597	31·98
1897.	1,705·09	39,66,36,442	5,88,28,013	4,14,93,460	10·46	48,20,238	2,47,34,406	23,87,763	95,51,053	649	29·47
1898.	1,712·25	40,98,39,605	5,97,96,060	4,08,07,269	9·96	50,46,514	2,32,64,533	24,99,244	99,96,978	658	31·76
1899.	1,710·67	42,96,85,477	6,35,45,974	4,26,60,018	9·93	54,63,902	2,21,46,516	30,09,920	1,20,39,680	697	32·87
1900.	1,840·32	44,54,88,809	6,84,74,972	4,47,15,571	10·04	60,18,054	2,15,60,963	18,09,104	1,53,27,450	708	34·70
1901.	1,838·04	45,95,76,136	7,03,96,636	4,57,13,311	9·95	65,46,878	2,16,82,360	18,51,450	1,56,32,623	733	35·06
1902.	1,923·35	47,43,55,297	6,77,38,713	4,29,80,833	9·06	70,34,492	2,16,46,868	16,19,965	1,26,79,502	687	36·55
1903.	1,935·11	48,80,34,496	6,99,72,706	4,64,35,793	9·51	74,46,371	2,16,15,000	18,24,961	1,55,49,461	692	33·64
1904.	1,932·87	50,26,09,029	7,59,71,544	5,06,03,115	10·07	80,23,978	2,16,15,000	20,64,276	1,88,99,861	749	33·39
1905.	1,972·30	52,58,72,727	7,50,47,139	4,82,21,979	9·17	86,75,860	2,16,15,000	18,62,075	1,60,69,044	738	35·74
1906.	2,165·04	54,79,28,490	8,02,50,910	*e*4,87,53,855	8·90	93,88,271	2,16,15,000	18,50,039	1,59,00,545	*f*721	*f*38·65
1907.	2,208·29	56,77,47,625	8,11,29,807	*e*4,84,10,858	8·53	1,01,66,204	2,16,15,000	17,75,310	1,48,54,344	*f*673	*f*39·74
1908.	2,213·18	58,74,01,148	8,28,51,108	*e*4,44,26,132	7·56	1,09,27,823	2,16,15,000	14,58,887	1,04,24,422	*f*682	*f*45·80
1909.	2,212·07	60,27,01,643	*g*8,28,35,189	*e*4,77,90,961	7·93	1,15,88,058	2,16,15,000	16,39,194	1,29,48,709	*f*695	*f*41·73
1910.	2,212·77	60,82,23,218	8,60,42,147	*e*5,20,01,256	8·54	1,18,60,704	2,16,15,000	19,01,703	1,66,28,849	*f*722	*f*39·01
1911.	2,265·86	62,08,94,930	9,22,36,385	*e*5,59,09,018	9·00	1,21,80,902	2,16,15,000	21,40,874	1,99,72,242	*f*756	*f*38·87
1912.	2,331·09	63,49,50,982	10,15,50,003	*e*6,32,20,565	9·96	1,26,75,172	2,16,15,000	25,95,359	2,63,35,034	*f*810	*f*37·27
1st qr. of 1913	2,359·40	64,01,66,586	2,58,28,008	*e*1,49,21,567	2·33	32,55,583	54,03,750	5,84,149	56,78,085	*f*814	*f*41·77
1913-14	2,424·20	66,70,44,170	10,26,92,832	*e*6,13,88,002	9·20	1,35,41,326	2,16,15,000	24,12,112	2,37,69,564	*f*789	*f*39·81
1914-15.	2,445·63	70,52,95,287	10,35,97,327	*e*6,25,79,018	8 87	1,48,99,653	2,16,15,000	24 04,291	2,36,60,074	*f*796	*f*38·16
1915-16.	2,448,22	71,50,37,347	10,51,90,203	*e*6,39,64,189	8·95	1,60,07,057	2,16,15,000	24,22,809	2,39,19,323	*f*800	*f*39·19

a Interest in 1880 includes annuity charges, which cannot be separated.
b Includes arrear credits for substantial improvements, Rs. 10,49,127.
c Includes Rs. 14,530 realised from Palmer's Trust Estate.
d Excludes Rs. 1,000 paid to Mr. Patterson, Law Agent, as remuneration in respect of the amount realised from the Palmer's Trust Estate.
e Excludes the annual rental paid to the South Bihar Railway Company together with interest on Government advances for the purposes of this railway.
f Includes the South Bihar railway.
g Includes arrear credits for substantial improvements, Rs. 26,19,763.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d)}}$. **EAST INDIAN RAILWAY SYSTEM—*contd.***

4 (*b*) Delhi-Umballa-Kalka railway (5′ 6″ gauge)—

Chairman.—Alexander Izat, Esq., C.I.E.
Secretary.—E. A. Neville, Esq.
Offices.—237, Gresham House, Old Broad Street, London, E.C.
Date of registration of the Company.—25th January 1889.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line.—				
Delhi to Kalka	1-3-91	161·88		
Kaithal branch.—				
Thanesar to Kaithal	1-12-10	29·76		
TOTAL OPEN MILEAGE	...	...	191·64	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION.				
Panipat to mile 14·81 (sanctioned on 11th September 1913).	...	14·81	14·81	
GRAND TOTAL	...	...	...	206·45

Details of construction—

Permanent-way.—The permanent-way consists of double-headed steel rails, 75 lbs. to the yard, laid on Denham-Olpherts' cast-iron plate and wooden sleepers with cast iron chairs. On the Kaithal branch 75-lb. flat-footed steel rails have been used.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve is of 1,010 feet radius.

Gradients.—The ruling gradient is 1 in 200, except for 15 miles from Kalka where it is 1 in 40.

Contracts—

Dated the 24th January 1889 (called the principal working contract), *between the Secretary of State and the East Indian Railway Company*, for working and maintenance.

Dated the 12th February 1889 (called the principal contract), *between the Secretary of State and the Delhi-Umballa-Kalka Railway Company*, for the construction of the railway.

Dated the 19th March 1890 (supplemental to the contract of 1889), *between the Secretary of State and the Delhi-Umballa-Kalka Railway Company*, as to the raising of additional capital by the issue of debentures.

Dated the 19th December 1895 (supplemental to the contract of 1889), *between the Secretary of State and the Delhi-Umballa-Kalka Railway Company*, conceding to the Company, from the 1st January 1893, the 2 per cent of gross earnings previously retained by Government.

Dated the 21st July 1896 (supplemental to the contract of 1889), *between the Secretary of State and the East Indian Railway Company*, as to the provision of funds for further capital works.

Dated the 24th July 1896 (supplemental to the contracts of 1889 and 1890), *between the Secretary of State and the Delhi-Umballa-Kalka Railway Company*, as to the provision of funds for further capital works.

Dated the 9th June 1897 (supplemental to the contracts of 1889, 1890 and 1895), *between the Secretary of State and the Delhi-Umballa-Kalka Railway Company*, guaranteeing interest at the rate of 3¼ per cent on share capital.

Dated the 27th April 1903 (supplemental to the contract of 1889), *between the Secretary of State and the Delhi-Umballa-Kalka Railway Company*, as to the adoption of 1*s.* 4*d.* per rupee as the "prescribed" rate of exchange.

Dated the 1st July 1909 (supplemental to the contracts of 1889 and 1896), *between the Secretary of State and the East Indian Railway Company*;
Dated the 3rd November 1909 (supplemental to the contracts of 1889, 1890, 1895, 1896, 1897 and 1903), *between the Secretary of State and the Delhi-Umballa-Kalka Railway Company*;
} as to the working and construction, respectively, of the Thanesar-Kaithal branch.

Dated the 8th April 1914, *between the Secretary of State and the Delhi-Umballa-Kalka Railway Company*, as to the adoption of the Government Financial year for the preparation of accounts.

Main provisions of contracts—

(i) *Land.*—To be provided by the Government free of cost to the Company.

(ii) *Government aid.*— } The Government undertake (through the agency, in the first instance, of the
(iii) *Terms of working.*— } East Indian Railway Company) to supply the necessary rolling-stock and to work and maintain the line until the 31st December 1926, taking 48 per cent of the gross receipts of the railway for the working agency and paying 52 per cent to the Company. By the contract of 9th June 1897 Government supplement the net earnings of the Company for the year 1896 and each succeeding year by such an annual subsidy as will enable the Company, after payment of debenture interest, to pay a dividend of 3¼ per cent per annum on its share capital.

(iv) *Distribution of profits.*—Surplus profits in any year in excess of 3¼ per cent per annum on share capital are divided equally between the Government and the Company until the Government has been repaid amounts advanced by way of subsidy, with interest. Thereafter all surplus profits will belong to the Company.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d)}}$ .. **EAST INDIAN RAILWAY SYSTEM—*contd.***

4 (*b*) Delhi-Umballa-Kalka railway (5′ 6″ gauge)—*concld.*

Main provisions of contracts—*concld.*

(v) *Rates and fares.*—To be agreed upon between the Government and the working agency; but between Delhi and Umballa not more than the maximum, nor less than the minimum, in force on the East Indian railway, and between Umballa and Kalka not more than three times such maximum nor less than such minimum.

(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } Nil.

(vii) *Power of the Government to determine contract.*—The Government may determine the contract on the 31st December 1926, or on the 31st December of any subsequent tenth year. On determination Government are to receive possession of the railway, and to pay the Company a sum equal to 25 times the average yearly profits of the Company during the preceding five years. Payments by the Government by way of subsidy under the contract of the 9th June 1897 and also the additional 2 per cent of gross earnings conceded to the Company under the contract of the 19th December 1895 are to be excluded from the profits of the Company in calculating the price to be paid by the Government.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract* [*if not determined under* (vii)].—Not specified.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from Government.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1891 .	162·24	1,55,44,692	9,07,697	4,72,002	3·04	...	4,72,002	3·04	128	48·00
1892 .	161·40	1,58,22,137	10,81,769	5,62,520	3·56	...	5,62,520	3·56	129	48·00
1893 .	161·40	1,55,24,600	11,98,508	6,23,224	4·01	...	6,23,224	4·01	143	48·00
1894 .	161·40	1,55,25,547	13,37,526	6,95,514	4·48	...	6,95,514	4·48	159	48·00
1895 .	161·40	1,55,06,120	14,60,519	7,59,470	4·90	...	7,59,470	4·90	174	48·00
1896 .	160·47	1,54,49,783	13,18,840	6,85,797	4·44	...	6,85,797	4·44	158	48·00
1897 .	162·24	1,53,26,585	15,73,319	8,18,126	5·34	...	8,18,126	5·34	186	48·00
1898 .	162·24	1,53,43,587	16,07,512	8,35,906	5·45	...	8,35,906	5·45	191	48·00
1899 .	162·24	1,53,01,272	14,49,378	7,53,677	4·93	...	7,53,677	4·93	172	48·00
1900 .	162·24	1,53,15,467	13,72,523	7,13,712	4·66	...	7,13,712	4·66	163	48·00
1901 .	162·24	1,52,92,648	18,05,858	9,39,046	6·14	...	9,39,046	6·14	218	48·00
1902 .	162·24	1,54,23,791	18,66,695	9,70,681	6·29	...	9,70,681	6·29	221	48·00
1903 .	162·36	1,55,49,998	18,30,960	9,52,099	6·12	...	9,52,099	6·12	216	48·00
1904 .	162·36	1,55,51,763	18,53,475	9,63,807	6·20	...	9,63,807	6·20	218	48·00
1905 .	162·36	1,56,97,499	20,16,936	10,48,807	6·72	...	10,48,807	6·72	238	48·00
1906 .	162·36	1,57,26,333	20,04,218	10,42,194	6·63	...	10,42,194	6·63	237	48·00
1907 .	162·36	1,58,23,198	23,04,659	11,98,423	7·57	...	11,98,423	7·57	272	48·00
1908 .	162·36	1,60,07,122	21,09,189	10,96,778	6·85	...	10,96,778	6·85	250	48·00
1909 .	162·36	1,66,56,595	22,90,710	11,91,169	7·15	...	11,91,169	7·15	271	48·00
1910 .	192·13	1,75,45,512	26,05,803	13,55,018	7·72	...	13,55,018	7·72	261	48·00
1911 .	192·12	1,77,78,158	31,53,021	16,39,571	9·22	...	16,39,571	9·22	316	48·00
1912 .	192·12	1,79,12,579	32,30,326	16,79,769	9·38	...	16,79,769	9·38	323	48·00
1st qr. of 1913 .	192·12	1,79,34,924	8,36,556	4,35,009	2·43	...	4,35,009	2·43	335	48·00
1913-14 .	192·12	1,80,32,784	31,67,202	16,46,945	9·13	...	16,46,945	9·13	317	48·00
1914-15 .	191·64	1,84,33,052	32,15,603	16,72,114	9·07	...	16,72,114	9·07	323	48·00
1915-16 .	191·64	1,92,01,786	31,82,987	16,55,153	8·62	...	16,55,153	8·62	319	48·00

4 (*c*) South Bihar railway (5′ 6″ gauge)—

Chairman.—Sir Henry S. Cunningham, K.C.I.E.

Secretary.—Lieut.-Col. H. Bonham-Carter.

Offices.—91, York Street, Westminster, S. W.

Date of registration of the Company.—4th July 1895.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Luckeeserai to Wazirganj	5-7-99	79·19	79·19
Wazirganj to Gya	10-7-99		

APPENDIX 1—*contd.*

History of railways constructed and in progress

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 4}{\text{Sub-heads } (a) \text{ to } (d)}$. **EAST INDIAN RAILWAY SYSTEM—*contd.***

4 (*c*) South Bihar railway (5′ 6″ gauge)—*contd.*

Details of construction—

Permanent-way.—The permanent-way consists of double-headed steel rails, 75 lbs. to the yard, laid on wooden sleepers and cast-iron chairs and Denham-Olpherts' cast-iron plate sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is fenced only near villages, at stations and for a short distance on each side of level crossings.

Curves.—The sharpest curve is of 3,000 feet radius.

Gradients.—The ruling gradient is 1 in 400.

Contracts—

Dated the 7th August 1895 (called the principal contract), *between the Secretary of State and the South Bihar Railway Company*, as to construction.

Dated the 22nd August 1895 (called the contract of 1895), *between the Secretary of State and the East Indian Railway Company*, as to maintenance and working.

Dated the 21st April 1903 (supplemental to the contract of 1895), *between the Secretary of State and the South Bihar Railway Company*, as to the adoption of 1*s* 4*d* per rupee as the "prescribed" rate of exchange.

Dated the 11th December 1906 (supplemental to the contract of 1895), *between the Secretary of State and the South Bihar Railway Company*, as to the lease of the South Bihar railway to the Secretary of State and yearly payment to the Company until date of determination of the contract of the 7th August 1895.

Dated the 16th January 1907, *between the Secretary of State and the East Indian Railway Company*, as to working the South Bihar railway as part of the Company's undertaking.

Main provisions of contracts—

(i) *Land.*—Provided by the Government free of cost to the Company.

(ii) *Government aid.*—
(iii) *Terms of working.*—
(iv) *Distribution of profits.*—
Government constructed the line, from funds provided by the South Bihar Railway Company, and maintained, stocked and worked it through the agency of the East Indian Railway Company up to the 31st December 1905, for a certain proportion of its gross earnings; and, by agreement with the East Indian Railway Company, also allowed to the South Bihar Railway Company, by way of rebate, a percentage of the East Indian Railway's share of the receipts from traffic interchanged between the two railways towards making up an amount equal to 4 per cent interest for each half-year on the actual capital expenditure (subject to certain limits) on the South Bihar railway.

With effect from the 1st January 1906 the South Bihar Railway Company leased its line to the Government for a yearly sum of £30,000, payable by half-yearly payments of £15,000, at the end of each calendar half-year, in substitution of the corresponding provisions of the principal contract of the 7th August 1895.

As between the Government and the East Indian Railway Company the South Bihar railway as from 1st January 1906 is worked as part of the undertaking of the Company, who pay to the Government from the net half-yearly revenue of the undertaking the half-yearly sum of £15,000 and also interest for each half-year at 3½ per cent per annum on Rupees 7,63,099-1-11, being the amount of capital advances made by the Government for the purposes of the South Bihar railway.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
As under 4 (*a*), East Indian railway (5′ 6″ gauge).

(vii) *Power of the Government to determine contracts.*—Government may determine the South Bihar Railway Company's contracts on the 30th June 1919, or on the 30th June in the last year of any subsequent period of 10 years from that date, by giving twelve months' notice. In case of such determination the Government will pay to the Company in England £684,580, as being the capital expended on the undertaking with the authorisation of the Secretary of State.

The East Indian Railway Company's contracts terminate at the same time as the Company's contract of 1879, for which see 4 (*a*), East Indian railway (5′ 6″ gauge).

(viii) *Power of the South Bihar Railway Company to surrender contracts.*—Nil.

(ix) *Power of the East Indian Railway Company to surrender contracts.*—As under (vii).

(x) *Term of South Bihar Railway Company's contracts* [*if not determined under* (vii)].—Not specified.

(xi) *Term of East Indian Railway Company's contracts.*—As under (vii).

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d)}}$. **EAST INDIAN RAILWAY SYSTEM—*concld.***

4 (c) South Bihar railway (5′ 6″ gauge)—*concld.*

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from the East Indian railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1899 . .	78·83	1,18,16,730	2,03,328	1,32,163	1·12	33,403	1,65,566	1·40	100	35·00
1900 . .	78·76	1,23,15,110	4,67,133	3,03,636	2·47	1,44,404	4,48,040	3·64	114	35·00
1901 . .	78·76	1,23,66,533	5,14,870	3,08,822	2·50	1,28,082	4,36,904	3·53	125	40·02
1902 . .	78·76	1,19,88,612	4,99,809	2,74,895	2·29	1,35,445	4,10,340	3·42	122	45·00
1903 . .	78·76	1,20,01,897	5,24,605	2,88,533	2·40	1,57,708	4,46,241	3·72	128	45·00
1904 . .	78·76	1,19,72,914	5,70,858	3,13,697	2·62	1,65,382	4,79,079	4·00	138	45·00
1905 . .	78·76	1,19,77,154	5,55,199	3,05,360	2·55	1,72,721	4,78,081	3·99	135	45·00
1906 . .	78·76	1,19,74,947								
1907 . .	78·76	1,19,77,154								
1908 . .	79·19	1,19,77,154								
1909 . .	79·19	1,19,77,154								
1910 . .	79·19	1,19,77,154								
1911 . .	79·19	1,19,77,154	See 'terms of working" above.							
1912 . .	79·19	1,19,77,154								
1st qr. of 1913.	79·19	1,19,77,154								
1913-14 .	79·19	1,19,77,154								
1914-15 .	79·19	1,19,77,154								
1915-16 .	79·19	1,19,77,154								

4 (d) Jind-Panipat railway (Native State Section) (5′ 6″ gauge)—

This line is the portion of the Jind-Panipat railway which lies within the limits of Jind territory; the portion lying in British territory forms an integral part of the Delhi-Umballa-Kalka railway. Its construction by the Agency of the Delhi-Umballa-Kalka Railway Company was authorised by the Railway Board in their letter No. 2477-R.C., dated the 11th September 1913.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
A point, 14·81 miles, from Panipat to Jind (sanctioned on 11th September 1913) . .	...	28·80	28·80

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (l)}}$ GREAT INDIAN PENINSULA RAILWAY SYSTEM—

Chairman.—Colonel F. Firebrace.
Secretary.—R. H. Walpole, Esq.
Offices.—48, Copthall Avenue, London, E. C.
Date of registration of the former Guaranteed Company.—1853.

Lines comprised in the system.—The Great Indian Peninsula railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Great Indian Peninsula railway (5′ 6″ gauge)	2,554·35	105·70	2,660·05
(*b*) Agra-Delhi Chord railway (5′ 6″ gauge)	125·88	...	125·88
(*c*) Baran-Kotah railway (5′ 6″ gauge)	40·29	...	40·29
(*d*) Bhopal-Itarsi railway (5′ 6″ gauge)	56·62	...	56·62
(*e*) Bhopal-Ujjain railway (5′ 6″ gauge)	113·27	...	113·27
(*f*) Bina-Goona-Baran railway (5′ 6″ gauge)	145·61	...	145·61
(*g*) Cawnpore-Banda railway (5′ 6″ gauge)	75·71	...	75·71
(*h*) Dhond-Baramati railway (2′ 6″ gauge)	27·26	...	27·26
(*i*) Ellichpur-Yeotmal railway (2′ 6″ gauge)	117·23	...	117·23
(*j*) Matheran Light railway (2′ 0″ gauge)	12·61	...	12·61
(*k*) Pachora-Jamner railway (2′ 6″ gauge)	...	34·62	34·62
(*l*) Pulgaon-Arvi railway (2′ 6″ gauge)	...	21·75	21·75
Total	3,268·83	162·07	3,430·90

Running powers—

Home line over foreign lines :—

Dadar junction to Colaba, Bombay, Baroda and Central India railway, for goods trains only	7·25
Idgah (Agra) to Agra Fort, Bombay, Baroda and Central India railway, for passenger and goods trains.	1·32
At Cawnpore, East Indian railway, 0·97 mile for passenger trains and 0·52 mile for goods trains	1·49
From Cawnpore to Lucknow, Oudh and Rohilkhand railway, for passenger trains only	44·63
From Nagpur Junction to Itwari, Bengal-Nagpur railway, for goods trains only	1·73
From Belanganj junction to goods depôt at Jumna Bridge (Agra), East Indian railway, for goods trains only	1·86
Total	58·28

Foreign lines over home line :—

Bombay, Baroda and Central India railway, Dadar Junction to Carnac Bridge, for goods trains only	4·39
Bombay, Baroda and Central India railway, Muttra Junction to Delhi Junction, for passenger and goods trains	90·08
East Indian railway, Belanganj Junction to Muttra Junction, } for passenger trains only	31·72
East Indian railway, Belanganj junction to Agra Cantonment. }	3·37
Bombay, Baroda and Central India railway, Fatehpur Road Junction to Belanganj Junction, for goods trains only	2·38
Total	131·84

5 (*a*) Great Indian Peninsula railway (5′ 6″ gauge)—

The Great Indian Peninsula railway comprises the line formerly owned by the old Guaranteed Company of that name (now called the Great Indian Peninsula railway proper), in amalgamation with that of the late Indian Midland Railway Company (now known as the Midland section). The Guaranteed Company's railway was purchased by the State in 1900, when all the contracts then subsisting between the Secretary of State and that Company were determined and a new Great Indian Peninsula Railway Company was constituted. The amount of the purchase price was £34,859,218, of which £33,109,218 is being paid by means of a terminable annuity of £1,268,516, the remaining £1,750,000 being represented by Company's stock issued in exchange for £67,047 of annuity. In addition to the purchase price, the debentures and debenture stock of the Company for which the Secretary of State incurred the liability on purchase amounted to £5,922,350.

The contract *between the Secretary of State and the Indian Midland Railway Company*, dated the 22nd October 1885, was determined by the Secretary of State on the 31st December 1910. That does not, however, substantially affect the carrying out of the contract, *between the Secretary of State and the Great Indian Peninsula Railway Company*, dated the 21st December 1900, the effect of which is that the railways formerly known as the "Indian Midland Railway System" are to form part of the undertaking worked by the Company for so long as that contract remains in force.

Nor are the arrangements subsisting at the date of the termination of the Indian Midland Railway Company's contract for working of the Native State branches of that Company's line disturbed in any way by the termination of that Company's contract, the necessary alterations, whereby the Government becomes a party thereto instead of the Indian Midland Railway Company, having been made in the working agreements relating to such branches. The Gwalior Light railway was worked by the Great Indian Peninsula Railway Company up to the 30th June 1913, after which date the working was taken over by the Gwalior Durbar.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (l)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

5 (*a*) Great Indian Peninsula railway (5′ 6″ gauge)—*contd.*

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
GREAT INDIAN PENINSULA RAILWAY PROPER—				
NORTH-EAST LINE—				
Main line—				
Victoria Terminus to Thana	18-4-53	21·00		
Thana to Kalyan	1-5-54	12·41		
Kalyan to Vasind	1-10-55	16·14		
Vasind to Asangaon	6-2-60	3·75		
Asangaon to Kasara	1-1-61	21·84		
Kasara to Igatpuri (Thal Ghat)	1-1-65	9·89		
Igatpuri to Nasik	28-1-61	31·43		
Nasik to Chalisgaon	1-10-61	87·24		
Chalisgaon to Jalgaon	6-10-62	57·48		
Jalgaon to Bhusaval	20-5-63	15·01		
Bhusaval to Burhanpur	20-11-65	33·57		
Burhanpur to Khandwa	3-9-66	42·78		
Khandwa to Bir	17-2-68	21·15		
Bir to Itarsi	1-1-70	89·27		
Itarsi to Sohagpur	1-2-70	30·69		
Sohagpur to Jubbulpore	8-2-70	121·65		
			615·30	
Branches—				
Itarsi-Nagpur Branch—				
Itarsi to Betul	1-5-13	66·25		
Betul to Amla	29-9-14	14·31		
Amla to Parasia	1-11-15	53·86		
			134·42	
Bombay Harbour Branch—				
Point of junction with Bombay Port Trust line to Kurla	12-12-10	7·17		
			7·17	
Mahim chord—				
Ravali to Mahim	12-8-14	1·30		
			1·30	
Chalisgaon-Dhulia branch—				
Chalisgaon to Dhulia	15-10-00	34·95		
			34·95	
Jalgaon-Amalner branch—				
Jalgaon to Erandol Road	20-2-00	18·26		
Erandol Road to Amalner	4-4-00	16·00		
			34·26	
Nagpur branch—				
Bhusaval Junction to Malkapur	20-5-63	30·05		
Malkapur to Shegaon	24-10-64	32·53		
Shegaon to Badnera	18-12-65	72·67		
Badnera to Pulgaon	16-7-66	40·29		
Pulgaon to Sindi	5-11-66	38·27		
Sindi to Nagpur	20-2-67	29·44		
			243·25	
Khamgaon branch—				
Jalamb to Khamgaon	4-8-70	7·97		
			7·97	
Amraoti branch—				
Badnera to Amraoti	16-2-71	5·49		
			5·49	
Balharshah branch—				
Wardha to mile 490·20	1-2-79	18·95		
Mile 490·20 to mile 512·64	24-12-75	22·44		
Mile 512·64 to Warora	26-4-76	4·00		
Warora to Balharshah	1-2-08	37·12		
			82·51	
Mohpani branch—				
Gadarvada to Mohpani	3-9-72	12·47		
Mohpani to Gotitoria	22-11-96	1·07		
Mohpani to new coal-fields	3-6-00	0·14		
			13·68	
				1,180·30
SOUTH-EAST LINE—				
Main Line—				
Kalyan to Palasdhari (Karjat)	12-5-56	30·60		
Palasdhari to Khandala (Bhore Ghat)	14-5-63	13·20		
Khandala to Poona	14-6-58	42·01		
Poona to Diksal	15-12-58	64·25		
Diksal to Barsi Junction	28-10-59	50·60		
Barsi Junction to Mohol	21-1-60	28·32		
Mohil to Sholapur	6-6-60	20·51		
Shoopur to Gulbarga	1-2-70	70·29		
Gulbarga to Krishna	1-12-70	73·76		
Krishna to Raichur	1-5-71	15·31		
			408·85	
Branches—				
Dhond-Manmad branch—				
Dhond to Ahmednagar	15-3-78	50·41		
Ahmednagar to Manmad	17-4-78	95·03		
			145·44	
Khopoli branch—				
Palasdhari to Khopoli	12-5-56	7·24	7·24	
				561·53
TOTAL OPEN MILEAGE, GREAT INDIAN PENINSULA RAILWAY PROPER	...	...	...	1,741·83
CARRIED OVER	...	...	...	1,741·83

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 5}{\text{Sub-heads } (a) \text{ to } (l)}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

5 (*a*) Great Indian Peninsula railway (5′ 6″ gauge)—*contd.*

Progress in opening—*contd.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward	...	...	...	1,741·83	
MIDLAND SECTION—					
Main line (including the Scindia State railway)—					
Bhopal to Jhansi	1-1-89	179·92			*Scindia State railway.
Jhansi to Gwalior	1-3-89	60·39			
Gwalior to Hetampur*	20-12-79	32·40			
Hetampur to Dholpur*	15-5-81	8·04			
Dholpur to Agra Cantonment*	10-1-78	36·05			
Junction with Agra-Delhi Chord railway at Agra to terminal point of Belanganj Goods Depôt.	27-2-06	1·75			
Centre of Agra Cantonment (mile 834·21) to junction point with Bombay, Baroda and Central India Railway near Idgah (Agra) (mile 835·86).	1-3-05	1·64			
			320·19		
Branches—					
Manikpur branch—					
Jhansi to Mau Ranipur	5-6-89	39·96			
Mau Ranipur to Banda	1-8-89	78·96			
Banda to Manikpur	15-2-89	61·45			
			180·37		
Cawnpore branch—					
Jhansi to Chaunrah	1-2-88	94·97			
Chaunrah to Cawnpore	1-4-86	40·93			
Initial point of Cawnpore-Banda railway at Juhi to junction point with District No. 6 near Great Indian Peninsula Railway fencing at Juhi.	1-4-15	0·50			
			136·40		
Moth quarry	26-7-07	2·78			
			2·78		
Bina to point of junction with Bina-Goona-Baran railway.	1-5-95	2·00			
Bhopal to point of junction with Bhopal-Ujjain railway.	11-11-95	0·21			
			2·21		
Bina-Saugor-Katni branch—					
Bina to Saugor	5-6-89	45·25			
Saugor to Damoh	26-3-98	47·83			
Damoh to Katni	1-1-99	67·87			
Katni Murwara to Junction with Bengal-Nagpur railway.	1-1-90	0·71			
Katni Murwara to Junction with East Indian railway.	1-1-99	0·34			
Junction near east month of tunnel (mile 837·53) to East Indian railway down point of Agra city (mile 837·57).	3-2-13	0·04			
East Indian railway down point of Agra city (mile 837·57) to Junction with East Indian railway (mile 837·60).	3-2-13	0·03			
			162·07		
Ait to Kunch	7-12-03	8·50			
			8·50		
TOTAL OPEN MILEAGE, MIDLAND SECTION	...	...	...	812·52	
TOTAL OPEN MILEAGE, GREAT INDIAN PENINSULA RAILWAY.	...	...	...	2,554·35	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—					
Itarsi-Nagpur branch—					
Amla to Pandhurna } Sanctioned on 8th June	...	38·80			
Pandhurna to Nagpur } 1908.	...	64·94			
			103·74		
Harbour Branch extension—overhead connection.					
Tank Bundur to Victoria Terminus (sanctioned on 6th March 1912).	...	1·96			
			1·96		
				105·70	
GRAND TOTAL	...	...	...	2,660·05	
QUADRUPLE LINE—					
Victoria Terminus to Curry Road	4-12-95	4·29			
Curry Road to Thana	4- 2-15	16·70			
Thana to Kalyan (and portion only)	17-3-16	1·59			
			22·58		
DOUBLE LINE—					
NORTH-EAST LINE—					
Main line—					
Thana to Kalyan	1-5-54	†10·83			†Excluding the quadruple section.
Kalyan to Vasind	22-10-66	16·14			
Vasind to Atgaon	20-2-67	9·65			
Atgaon to Kasara	25-4-67	15·94			
Kasara to Igatpuri	1-1-65	9·39			
Igatpuri to Kajgaon	10-1-69	130·54			
Kajgaon to Pachora	17-3-69	16·05			
Pachora to Maheji	27-5-69	9·14			
Maheji to Bhadli	6-3-73	27·59			
Bhadli to Bhusaval	6-6-73	7·84			
Bhusaval to Bhusaval Junction	1-7-92	0·77			
Bhusaval Junction to Khandwa (Abna Junction)	11-1-89	74·53			
Khandwa to Itarsi	16-10-05	110·42			
			439·32		
Carried over	...	...	439·32		

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (l)}}$ · **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

5 (a) Great Indian Peninsula railway (5′ 6″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward . .	...	...	439·32		
DOUBLE LINE—*concld.*					
Bombay Harbour Branch—					
Point of junction with Bombay Port Trust line to Kurla.	2-12-10	7·17	7·17		
Mahim Chord—					
Ravali to Mahim	12-8-14	1·30	1·30		
SOUTH-EAST LINE—					
Main line—					
Kalyan to Palasdhari	25-7-70	30·61			
Palasdhari to Khandala } Bhore Ghat	14-5-68	13·20			
Khandala to Lonavla . } Bhore Ghat	14-6-58	2·35			
Lonavla to Karla	29-5-07	4·92			
Karla to Talegaon	8-1-08	13·51			
Talegaon to Shelarvadi	22-5-08	7·77			
Shelarvadi to Poona	13-5-08	13·46	85·82		
Nagpur Branch—					
Bhusaval Junction to Nandgaon . . .	11-1-89	17·98			
Nandgaon to Shegaon	1-4-90	44·88			
Shegaon to Murtajapur	30-3-15	46·49			
Murtajapur to Badnera	9-11-15	25·50	134·80		
Midland section—					
Agra cantonment to new Junction with Agra-Delhi Chord railway near Raja-ki-Mandi.	3-2-13	2·70			
Old Junction with Agra-Delhi Chord railway near Raja-ki-Mandi (mile 837·19) to terminal point of Belanganj goods Depot (mile 838·07).	3-2-13	0·88			
Junction near east mouth of tunnel (mile 837·53) to East Indian railway down point of Agra city (mile 837·57).	3-2-13	0·04	3·62		
TOTAL DOUBLE LINE .	...	...	...	672·03	

Details of construction—

Permanent-way.—On the Great Indian Peninsula railway proper, the main line is laid with 100-lb. bull-headed, 82-lb. bull-headed and 69-lb. double-headed steel rails. The sleepers originally laid were chiefly wooden; these have now to a large extent been replaced by iron pots. The whole of the South-East line, except the Ghat sections, is laid with iron pots. On the Midland section, the whole of the main line, the Manikpur branch, the Cawnpore branch from Jhansi to mile 326·64 and the line from Bina to Katni, are laid with 80-lb. flat-footed steel rails on cast iron pot sleepers. The Cawnpore branch from mile 351·77 to Hamirpur Road is laid chiefly with 82-lb. bull-headed rails, on cast iron pot sleepers. The main line between Bombay and Igatpuri and Kalyan and Lonavla is being relaid with 100-lb. bull-headed rails on wooden sleepers.

Ballast.—The line is ballasted with sand, gravel, laterite, kunkur or stone.

Fencing.—With the exception of the Mohpani, Chalisgaon-Dhulia, Jalgaon-Amalner and Warora-Balharshah branches, the Great Indian Peninsula railway proper is fully fenced. On the Midland section the main line is fenced throughout and the branches are partially fenced.

Curves.—The sharpest curve has a radius of 990 feet on the Bhore Ghat, between miles 75 and 76. The next sharpest curve has a radius of 1,056 on the Thull Ghat, between miles 78 and 79.

Gradients.—On the Great Indian Peninsula railway proper the ruling gradients on ordinary sections of the main line vary from 1 in 100 to 1 in 200, with 1 in 100 banking sections near Vasind and Asvali; the ruling gradient on the Ghat sections is 1 in 37. On the Midland section the ruling gradient between Bhopal and Jhansi is 1 in 200; between Jhansi and Agra 1 in 150 and between Jhansi and Manikpur 1 in 125. The Jhansi-Cawnpore branch is practically level, except at bridge approaches where the gradients are 1 in 250 and 1 in 300, and between Jhansi and Garhmau where it is 1 in 200.

Contracts—

Dated the 21st December 1900 (called the principal contract), *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to the maintenance, management and working, by the Company, as one undertaking, of the railways known as the Great Indian Peninsula railway system and the Indian Midland railway system, and the subsidiary lines included therein.

Dated the 24th April 1903 (supplemental to the contract of 1900), *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to the adoption of 1*s.* 4*d.* per rupee as the "prescribed" rate of exchange.

Dated the 4th August 1908 (supplemental to the contracts of 1900 and 1903), *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to Debenture stock.

Dated the 1st August 1913 (supplemental to the contracts of 1900, 1903 and 1908), *between the Secretary of State and the Great Indian Peninsula Railway Company*, for working the Nerbudda colliery.

Dated the 3rd July 1914, (supplemental to the contracts of 1900, 1903, 1908 and 5th February* and 19th March† 1909), *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to the adoption of the Government financial year for the preparation of accounts.

*See under Agra-Delhi Chord railway.
†See under Baran-Kotah railway.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (l)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

5 (*a*) Great Indian Peninsula railway (5′ 6″ gauge)—*concld.*

Main provisions of contracts—

(i) *Land.*—Originally, *i.e.*, up to the 30th June 1900, was provided by the Government free of cost to the Company; that acquired thereafter is provided by the Government to the Company at the cost of capital.

(ii) *Government aid.*—Guarantee of interest at 3 per cent on the new capital of the Company.

(iii) *Distribution of profits.*—The working expenses of the whole undertaking are divided half-yearly between and attributed to the systems, in proportion to the gross receipts of each (the branch lines in Berar being treated as part of the Great Indian Peninsula Railway system).

From the gross receipts of each of the systems is deducted the share of its working expenses apportioned as aforesaid; and the gross earnings of each subsidiary line is charged with a share of the working expenses attributed to the system to which it belongs in the ratios which the gross receipts of such subsidiary lines bear to those of that system.

The net earnings of each year are applied:—

(1) in payment to the Secretary of State of the sum of Rs. 2,00,00,000;

(2) in repayment to the Secretary of State in rupees of all interest payable in respect of such year on all money raised after 30th June 1900 by the Company with the sanction of the Secretary of State for the purpose of the undertaking otherwise than by the issue of shares or capital stock, or provided by the Secretary of State after the same date.

Any surplus to be divided between the Government and the Company in the proportion of $\frac{19}{20}$ths to the former and $\frac{1}{20}$th to the latter. If the Company shall with the sanction of the Secretary of State increase its new capital and issue further shares or stock as fully paid up, the Company's share in such surplus as aforesaid shall thence forth be increased by an additional fractional share bearing the same proportion to the original fractional share of $\frac{1}{20}$ as the additional capital of the Company shall bear to the authorised capital of £2,575,000, but so that the fractional share shall in no event exceed $\frac{1}{10}$.

(iv) *Rates and fares.*—Maximum and minimum rates and fares and classification of passengers and goods to be as authorised by the Government.

(v) *Special obligations as to the conveyance of—*

(*a*) Mails, troops, high Government officials, and Government stores.—To be conveyed on the same general conditions as those in force on State railways, and at rates to be approved by the Government (not being less than the rates in force for similar services on State railways of the same gauge).

(*b*) Government bullion and coin, and the persons in charge thereof.—At special rates to be approved by the Government.

(vi) *Power of the Government to determine contract—*
(vii) *Power of the Company to surrender contract.—* } On the 30th June 1925 the Company are to give the Secretary of State possession of the undertaking, and the Secretary of State is to pay to the Company the amounts paid up, or credited as paid up, on all shares or stock then existing in the Company's new capital.

(viii) *Term of contract.*—25 years from 1st July 1900.

Statistics of working (Those for the periods prior to 1901 will be found in appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Annuity.	Company's share of surplus profits (based on terms of contract) *attributable to each year.*	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expense to earnings.
1	2	3	4	5	6	7	8	9	10	11	12
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	
1901.	1,548·27	30,64,49,134	4,16,57,453	2,16,48,151	7·06	48,96,916	1,90,87,970	1,97,661*	—25,84,396	518	48·03
1902.	1,561·63	30,83,53,092	4,24,25,217	2,10,98,968	6·84	49,58,679	1,90,56,785	2,64,702	—31,81,198	528	50·19
1903.	1,561·63	31,08,53,055	4,68,61,534	2,38,12,514	7·66	50,67,701	1,90,28,730	3,79,633	—6,63,550	575	49·18
1904.	1,561·63	32,00,72,108	4,82,41,344	2,41,79,728	7·55	53,19,948	1,90,28,595	3,84,935	—5,53,750	592	49·88
1905.	1,561·63	32,65,20,022	5,22,33,877	2,70,20,162	8·28	57,50,859	1,90,28,535	5,28,413	+17,12,355	641	48·27
1906	1,561·63	33,57,64,972	5,05,23,479	2,53,01,900	7·54	61,23,516	1,90,28,535	4,46,777	—2,96,928	623	49·92
1907	1,561·63	35,22,04,887	5,28,77,202	2,49,15,559	7·07	61,14,699	1,90,28,340	4,28,268	—6,55,748	649	52·88
1908.	1,599·41	37,36,87,900	4,68,32,792	1,76,86,213	4·73	68,53,220	1,90,28,340	64,298	—82,59,645	563	62·24
1909.	1,599·53	37,28,51,484	5,27,26,707	2,23,43,894	6·08	72,63,545	1,90,28,340	...	+39,47,991	634	57·62
1910.	1,606·24	38,67,82,534	5,88,44,731	2,58,06,771	6·67	74,48,102	1,90,28,355	4,60,763	—11,80,449	705	56·14
1911.	2,420·40	52,81,05,122	7,21,04,393	3,21,75,319	6·09	1,32,37,381	1,90,21,899	2,11,081	—2,94,992	573	55·88
1912.	2,419·33	54,83,41,956	8,02,98,465	3,69,34,275	6·74	1,33,36,641	1,90,27,104	6,30,827	+39,40,203	638	54·00
1st qr. of 1913.	2,418·41	55,97,86,972	2,35,95,346	1,07,43,557	1·92	34,21,681	47,56,635	3,08,487	+22,56,754	751	54·47
1913-14.	2,484·03	59,49,23,530	8,57,95,516	3,40,52,063	5·72	1,49,18,233	1,90,28,043	4,01,512	—2,95,725	664	60·31
1914-15.	2,493·64	62,57,62,657	7,71,55,244	2,86,15,825	4·57	1,35,09,055	1,42,26,985*	63,799	+8,15,986	593	62·91
1915-16.	2,554·35	65,18,54,816	9,04,19,770	3,87,73,468	4·95	1,71,15,055	1,90,27,710	5,20,228	+21,10,470	681	57·12

* From 1st July 1900 to 31st December 1901.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 5 / Sub-heads (*a*) to (*l*). **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

5 (*b*) Agra-Delhi Chord railway (5′ 6″ gauge)—

This railway has been constructed by the State and is worked by the Great Indian Peninsula Railway Company.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Raja-ki-Mandi (Agra) to Kosi	3-12-04	56·66		
Kosi to Delhi Sadr	15-11-04	62·62		
Delhi Sadr to Delhi	1-3-05	0·43		
Loop line connecting Agra-Delhi Chord railway with Delhi-Umballa-Kalka and Southern Punjab railways.	15-10-11	0·22		
			119·93	
Branch—				
Kosi to Sanket	24-2-06	5·95	5·95	
TOTAL	...	...	...	125·88
DOUBLE LINE—				
Junction point near Raja-ki-Mandi to centre of Bilochpura station.	3-2-13	0·65		
Loop line connecting Agra-Delhi Chord railway with Delhi-Umballa-Kalka and Southern Punjab railways	15-10-11	0·22		
Catch point No. 9 at Bombay end of Delhi Sadr Yard to terminal point of Agra-Delhi Chord railway.	0-0-12	1·91		
			2·78	

Details of construction—

Permanent-way.—The main line is laid with 85-lb. bull-headed steel rails on 45-lb. cast-iron chairs spiked with 3 spikes to deodar sleepers, and the branch is laid with 75-lb. flat-footed steel rails, second hand, on dog-spiked deodar sleepers.

Ballast.—The line is ballasted with kunkur soling and stone ballast to bring it up to full section.

Fencing.—The line is fully fenced.

Curves.—The sharpest curve is of 950 feet radius.

Gradients.—The ruling gradient is 1 in 400, except between Raja-ki-Mandi Junction and Bilochpura (Agra) and between Delhi Sadr and Delhi Junction where it is 1 in 200 and 1 in 333, respectively.

Contracts—

Dated the 21st December 1900 (called the principal contract), *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to the maintenance, management and working, by the Company, as one undertaking, of the railways known as the Great Indian Peninsula railway system, and the Indian Midland railway system, and the subsidiary lines included therein.

Dated the 5th February 1909, *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to the maintenance, management and working, by the Company, of the Agra-Delhi Chord railway as part of the Indian Midland railway system of the Company's undertaking.

Dated the 3rd July 1914 (supplemental to the contracts of 1900 and 1909) *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to the adoption of the Government financial year for the preparation of Accounts.

Main provisions of contracts—

(i) *Land.*—Provided by the Government at the cost of capital.

(ii) *Government aid.*—The line is the absolute property of the Government, which provide all the funds chargeable to capital, and it is managed, maintained and worked by the Great Indian Peninsula Railway Company as part of the Indian Midland Railway system of the Company's undertaking.

(iii) *Terms of working.*—The line is worked for the same proportion of the total working expenses of the undertaking, including this railaway, as the gross earnings of this railway bear to the gross earnings of the whole undertaking, provided that no proportion in excess of 20 per cent of the gross receipts paid to any Railway Administration to whom running powers may be granted over the Agra-Delhi Chord is debited in the General Working Expenses Account of the Company's undertaking, such excess, if any, being directly debited to the Revenue Account of the Agra-Delhi Chord railway as a separate charge against its receipts.

(iv) *Distribution of profits.*—The whole of the net earnings of the railway belong to the Government.

(v) *Rates and fares.*—

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—

(*b*) Government bullion and coin, and the persons in charge thereof.—

} As noted under 5 (*a*), Great Indian Peninsula railway (5′ 6″ gauge).

(vii) *Power of the Government to determine contract.*—

(viii) *Power of the Company to surrender contract.*—

(ix) *Term of contract.*—

} The contract is current from the day on which the line was opened throughout for traffic and is to continue in force until terminated, either by the Government or the Company, on the 30th September or 31st March by giving to the other party not less than twelve calendar months' notice.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 5 / Sub-heads (*a*) to (*l*). **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

5 (*b*) Agra-Delhi Chord railway (5′ 6″ gauge)—*concld.*

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1904 .	119·51	1,05,90,556	18,070	9,992	0·09	2,95,164	—2,85,172	22	44·70
1905 .	119·75	1,22,46,927	8,04,655	4,19,625	3·43	4,20,181	—556	140	47·85
1906 .	125·99	1,27,90,307	16,46,320	8,15,363	6·37	4,70,283	+3,45,080	254	50·47
1907 .	125·99	1,28,37,017	16,15,900	7,45,489	5·81	4,09,625	+3,35,864	247	53·87
1908 .	125·66	1,28,12,755	15,17,793	5,70,112	4·45	4,34,834	+1,35,278	232	62·44
1909 .	125·66	1,30,68,563	14,74,866	6,22,196	4·76	4,35,293	+1,86,903	226	57·81
1910 .	125·66	1,34,32,595	17,65,732	7,52,601	5·60	4,45,949	+3,06,652	270	57·38
1911 .	125·90	1,42,05,868	20,67,879	8,63,294	6·08	4,67,506	+3,95,788	316	58·25
1912 .	125·88	1,43,40,719	22,83,807	10,48,792	7·31	4,88,760	+5,60,032	349	54·08
1st qr. of 1913.	125·88	1,44,67,320	6,14,952	2,80,382	1·94	1,23,470	+1,57,912	376	54·41
1913-14 .	125·88	1,45,94,620	23,09,274	9,21,034	6·31	5,08,329	+4,12,705	353	60·12
1914-15 .	125·88	1,47,46,965	32,06,644	12,01,747	8·15	5,13,360	+6,88,387	490	62·52
1915-16 .	125·88	1,47,56,191	28,84,016	12,39,144	8·40	5,12,249	+7,26,895	440	57·03

5 (*c*) Baran-Kotah railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Baran to Antah	20-2-07	13·58	
Antah to Kotah	1-5-09	26·71	
TOTAL . .	...	...	40·29

Details of construction—

Permanent-way.—The permanent-way consists of 87-lb. flat-footed steel rails and Australian or sâl sleepers.

Ballast.—The ballast consists of broken stone.

Fencing.—The line is not fenced.

Curves.—The sharpest curve is of 1,809 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Contracts—

Dated the 21st December 1900 (called the principal contract), *between the Secretary of State and the Great Indian Peninsula Railway Company,* as to the maintenance, management and working, by the Company, as one undertaking, of the railways known as the Great Indian Peninsula railway system and the Indian Midland railway system, and the subsidiary lines included therein.

Dated the 19th March 1909, *between the Secretary of State and the Great Indian Peninsula Railway Company,* as to the maintenance, management and working, by the Company, of the Baran-Kotah railway as part of the Indian Midland railway system of the Company's undertaking.

Dated the 3rd July 1914 (supplemental to the contracts of 1900 and 1909) *between the Secretary of State and the Great Indian Peninsula Railway Company,* as to the adoption of the Government financial year for the preparation of Accounts.

Main provisions of contracts—

As noted under 5 (*b*), Agra-Delhi Chord railway (5′ 6″ gauge), except that the charge for working expenses is not in any half-year to exceed 50 per cent of the entire gross receipts of the Baran-Kotah railway. (*Note.*—These terms had effect from the 1st July 1909, the date on which the Baran-Kotah railway was handed over to the Great Indian Peninsula Railway Company for working, *vide* Railway Board's letter to the Engineer-in-Chief, Nagda-Muttra railway, No. 1022-R.T., dated the 7th June 1909. Prior to that date the charge was the same percentage as obtained for working the lines comprised in the Great Indian Peninsula railway undertaking, *vide* letter from the Agent, Great Indian Peninsula railway to the Secretary, Railway Board, No. 57-H.-5, dated the 15th April 1912.)

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (l)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

5 (*c*) Baran-Kotah railway (5′ 6″ gauge)—*concld.*

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1908 .	13·58	39,38,972	3,596	1,582	0·04	1,29,811	—1,28,229	10	55·26
1909 .	40·29	45,52,488	48,152	23,181	0·51	1,49,921	—1,26,740	23	51·86
1910 .	40·29	45,67,295	1,03,829	52,720	1·15	1,51,068	—98,348	50	49·22
1911 .	40·29	45,65,880	1,58,809	79,405	1·74	1,54,829	—75,424	76	50·00
1912 .	40·29	45,96,797	1,90,009	97,188	2·11	1,57,421	—60,233	91	48·85
1st qr. of 1913.	40·29	46,47,772	38,668	19,334	0·42	89,301	—19,967	74	50·00
1913-14 .	40·29	46,47,772	1,77,507	88,754	1·91	1,62,688	—73,934	85	50·00
1914-15 .	40·29	46,47,772	1,49,969	75,669	1·63	1,62,635	—86,966	72	49·54
1915-16 .	40·29	46,47,772	2,21,240	1,10,620	2·38	1,61,394	—50,774	106	50·00

5 (*d*) Bhopal-Itarsi railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Itarsi to Hoshangabad	1-6-82	10·89		
Hoshangabad to Bhopal	18 11-84	45·45		
			56·34	
Branch—				
Centre of Bhopal station to the joint boundary of the Bhopal-Itarsi and Indian Midland railways at Bhopal .	11-11-95	0·28		
			0·28	
TOTAL ...	...	...	...	56·62

Details of construction—

Permanent-way.—The line is laid with the Indian Midland railway 80-lb. flat-footed steel rails on Indian Midland railway cast-iron pot sleepers.

Ballast.—The line is fully ballasted throughout with broken stone.

Fencing.—The line is fenced throughout.

Curves.—There are no curves with a radius of less than 990 feet.

Gradients.—The ruling gradient is 1 in 200, except on the Ghat section, 11 miles, where it is 1 in 80.

Agreements and contract—

Agreement, dated the 16th September 1880, *between the Government of India and Her Highness the Begum of Bhopal*, as to the construction, management, maintenance and working, by the Government, of the Bhopal-Itarsi railway.

Agreement, dated the 30th June 1887, *between the Government of India and Her Highness the Begum of Bhopal*, supplemental to, and modifying, the agreement of 1880.

Agreement, dated the 2nd December 1890, *between the Government of India and Her Highness the Begum of Bhopal*, supplemental to, and further modifying, the agreement of 1880.

Contract, dated the 21st December 1900 (called the principal contract), *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to the maintenance, management and working, by the Company, of the railways known as the Great Indian Peninsula railway system and the Indian Midland railway system, and the subsidiary lines included therein.

Main provisions of agreements and contract—

(i) *Land.*—Land within the Bhopal State was provided free of cost by the Durbar; that within British territory by the Government at the cost of capital.

(ii) *Government aid.*—The Government paid for the portion of the line in British territory, and a moiety of the cost of the bridge over the Nerbudda river; in all about Rupees 13,00,000: the Begum of Bhopal contributed Rupees 50,00,000 for the portion of the line in her dominions.

All additional capital is to be provided by the Government, which undertook to construct, maintain, manage and work the line by State or other agency. At present the line is worked by the Great Indian Peninsula Railway Company as part of its undertaking.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 5}{\text{Sub-heads } (a) \text{ to } (l)}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

(*d*) Bhopal-Itarsi railway (5′ 6″ gauge)—*concld.*

Main provisions of agreements and contract—*concld.*

(iii) *Terms of working.*—For working and stocking the Bhopal-Itarsi railway the Great Indian Peninsula Railway Company receives a sum which bears the same proportion to the total working expenses of the Company's undertaking, including the Bhopal-Itarsi railway, as the gross earnings of the Bhopal-Itarsi railway bear to the gross earnings of the undertaking.

(iv) *Distribution of profits.*—The net earnings are divided in perpetuity between the Government and the Ruler of Bhopal in proportion to the capital contributed by each. In the event of the railway being worked at a loss, such loss is borne by the two parties in the same proportion.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
(vii) *Power of the Government to determine contract.*—
(viii) *Power of the Company to surrender contract.*—
(ix) *Term of contract.*—

} As noted under 5 (*a*), Great Indian Peninsula Railway (5′ 6″ gauge).

Statistics of working (Those for the periods prior to 1889 will be found in Appendix 38 to the Report for 1907.)—

	Bhopal-Itarsi (British section).									Bhopal-Itarsi (Native State section).						
Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.* outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (12).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Miles.	Rs.	Rs.	Rs.		Rs.	
1889.	13·00	12,50,000	79,163	−5,422	...	50,000	−55,422	117	106·85	44·11	48,40,846	2,67,936	−18,351	...	117	106·85
1890.	13·00	12,85,077	87,765	−16,572	...	50,351	−66,923	130	118·88	44·11	50,00,000	2,97,049	−56,093	...	130	118·88
1891.	13·00	15,13,568	1,30,884	48,607	3·21	57,713	− 9,106	200	62·50	44·11	50,00,000	4,60,431	1,73,154	3·46	199	62·50
1892.	13·00	17,46,208	1,53,099	56,397	3·23	69,131	−12,734	226	63·16	44·11	50,00,000	4,47,797	1,65,883	3·32	195	62·96
1893.	13·11	20,25,058	1,69,162	52,038	2·57	78,429	−26,391	248	69·17	44·00	50,00,000	4,24,236	1,30,925	2·62	185	69·17
1894.	13·11	21,71,496	1,61,638	61,455	2·83	83,509	−22,054	237	61·98	44·00	50,00,000	3,80,217	1,44,607	2·89	166	61·97
1895.	13·11	22,47,963	1,42,658	46,114	2·05	89,323	−43,209	209	67·68	44·28	50,00,000	3,18,074	1,02,821	2·06	138	67·67
1896	13·11	22,71,877	1,63,688	62,744	2·76	90,107	−27,363	241	61·75	44·28	50,00,000	3,61,363	1,38,532	2·77	157	61·63
1897.	13·11	22,97,134	1,52,215	61,135	2·66	91,805	−30,670	223	59·84	44·28	50,00,000	3,31,379	1,33,096	2·66	144	59·84
1898.	13·11	23,24,365	1,93,364	79,435	3·42	92,477	−13,042	284	58·81	44·28	50,00,000	4,17,010	1,71,375	3·43	181	58·90
1899.	13·11	23,61,938	2,09,611	84,080	3·56	93,303	− 9,223	307	59·89	44·28	50,00,000	4,47,225	1,79,444	3·59	194	59·88
1900.	13·11	23,87,339	2,55,120	1,27,332	5·33	95,293	+32,039	375	50·12	44·28	50,00,000	5,35,369	2,67,288	5·35	234	50·06
1901.	13·11	25,46,891	2,92,861	1,44,235	5·66	98,989	+45,246	430	50·75	44·28	50,00,000	5,85,152	2,88,838	5·78	254	50·64
1902.	13·11	28,02,330	3,46,108	1,71,236	6·11	1,06,632	+64,604	508	51·51	44·28	50,00,000	6,37,088	3,16,683	6·33	278	49·74
1903.	13·11	30,92,697	3,77,177	1,91,441	6·19	1,17,285	+74,156	553	49·48	44·28	50,00,000	6,31,911	3,21,328	6·43	276	48·84
1904.	13·11	31,52,907	3,95,734	1,98,066	6·28	1,20,127	+77,939	583	50·14	44·28	50,00,000	6,43,742	3,22,374	6·45	279	49·81
1905.	13·11	31,76,934	3,25,637	1,67,305	5·27	1,23,241	+44,064	477	48·57	44·28	50,00,000	5,31,619	2,67,959	5·36	227	48·63
1906.	13·11	32,57,841	3,60,294	1,78,761	5·49	1,25,079	+53,682	591	50·37	44·28	50,00,000	5,66,833	2,81,376	5·63	246	50·36
1907.	13·11	33,98,742	4,83,589	2,27,071	6·68	1,04,145	+1,22,926	710	53·04	44·28	50,00,000	7,32,284	3,44,438	6·88	318	52·96
1908.	13·11	35,34,132	4,29,276	1,62,302	4·59	1,19,624	+42,678	630	62·19	44·28	50,00,000	6,11,033	2,31,222	4·62	265	62·16
1909.	13·11	36,27,495	4,68,717	1,98,456	5·47	1,20,102	+78,354	688	57·66	44·28	50,00,000	6,50,553	2,75,516	5·51	283	57·65
1910.	13·11	37,52,643	5,70,169	2,47,995	6·61	1,23,711	+1,24,284	836	56·50	44·28	50,00,000	7,66,302	3,33,839	6·68	333	56·44
1911.	12·13	38,28,934	5,58,428	2,50,159	6·53	1,28,262	+1,21,897	885	55·20	44·49	50,00,000	7,34,374	3,29,072	6·58	317	55·19
1912.	12·13	39,14,773	7,09,010	3,18,267	8·13	1,32,749	+1,85,518	1,124	55·11	44·49	50,00,000	9,09,768	4,08,687	8·17	393	55·08
1st qr of 1913	12·13	39,41,321	2,12,459	96,869	2·46	33,398	+63,471	1,347	54·41	44·49	50,00,000	2,69,528	1,22,389	2·46	466	54·41
1913-14	12·13	40,23,467	7,05,991	2,78,970	6·93	1,38,967	+1,40,003	2,119	60·49	44·49	50,00,000	8,82,585	3,48,636	6·97	381	60·50
1914-15	12·13	40,69,706	5,38,468	2,01,763	4·96	1,41,598	+60,165	854	62·53	44·49	50,00,000	6,62,101	2,48,000	4·96	286	62·54
1915-16	12·13	40,84,392	6,58,689	2,80,302	6·86	1,41,576	+1,38,726	1,944	57·45	44·49	50,00,000	8,06,984	3,43,352	6·87	349	57·45

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (l)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

5 (*e*) Bhopal-Ujjain railway (5′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Bhopal to Ujjain	11-11-95	113·27	113·27

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails on transverse steel sleepers.

Ballast.—The line is fully ballasted throughout with broken stone.

Fencing.—The line is fenced only at, and in the vicinity of, stations, towns and important level crossings.

Curves.—There are no curves with a radius of less than 990 feet.

Gradients.—The ruling gradient is 1 in 150.

Agreements and contract—

Agreement, dated the 4th August 1896 (called the principal contract), *between the Government of Her Highness the Begum of Bhopal and the Indian Midland Railway Company*, as to the maintenance, management and working, by the Company, of the Bhopal-Parbati section of the Bhopal-Ujjain railway as part of the Company's undertaking.

Agreement, dated the 4th August 1896 (called the principal contract), *between the Government of His Highness the Maharaja Scindia of Gwalior and the Indian Midland Railway Company*, as to the maintenance, management and working, by the Company, of the Parbati-Ujjain section of the Bhopal-Ujjain railway as part of the Company's undertaking.

Contract, dated the 21st December 1900, *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to the maintenance, management and working, by the Company, of the railways known as the Great Indian Peninsula railway system and the Indian Midland railway system, and the subsidiary lines included therein.

Memorandum No. 2653-I. B., dated the 1st July 1902, *from the Government of India in the Foreign Department, to the Government of India in the Public Works Department*, intimating the acceptance by Her Highness the Begum of Bhopal of the provisions of clauses 28 and 29 of the contract of the 21st December 1900, *between the Secretary of State and the Great Indian Peninsula Railway Company*, in lieu of those of clause 15 of the agreement of the 4th August 1896, *between Her Highness' Government and the Indian Midland Railway Company*, as to the method of arriving at the working expenses of the Bhopal-Parbati section of the Bhopal-Ujjain railway.

Agreement, dated the 31st January 1911 (supplemental to the agreement of 1896), *between the Secretary of State and the Government of Her Highness the Begum of Bhopal*, as to the substitution of "Secretary of State," for "Indian Midland Railway Company," as a party to the agreement of 1896.

Agreement, dated the 20th March 1911 (supplemental to the agreement of 1896), *between the Secretary of State and the Government of His Highness the Maharaja Scindia of Gwalior*, as to the substitution of "Secretary of State," for "Indian Midland Railway Company," as a party to the agreement of 1896.

Main provisions of agreements and contract—

(i) *Land.*—Provided free of cost by the Bhopal and Gwalior Durbars for the portions of the railway in their respective territories.

(ii) *Government aid.*—The Bhopal-Parbati section is owned by the Bhopal Durbar, and the Parbati-Ujjain section by the Gwalior Durbar, each of which provides the funds for additional works, alterations in existing works not of the nature of repairs, and expenses other than those due to ordinary wear and tear incidental to the use and working of the railway and works and the conveyance of traffic thereon. The line is managed, maintained, stocked and worked by the Great Indian Peninsula Railway Company as part of the Indian Midland Railway system of the Company's undertaking.

(iii) *Terms of working.*—For the Bhopal-Parbati section the charges against its gross receipts for working are as noted under 5 (*a*), Great Indian Peninsula railway (5′ 6″ gauge).

For working the Parbati-Ujjain section the Great Indian Peninsula Railway Company retains 50 per cent of its gross receipts for each half-year. The gross earnings of the section are also charged with rent for the use of the station and accommodation provided by the Bombay, Baroda and Central India railway at Ujjain Junction station, and with rent for the telegraph lines and instruments when not the property of the section.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (l)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

5 (*e*) Bhopal-Ujjain railway (5′ 6″ gauge)—*concld.*

Main provisions of agreements and contract—*concld.*

(iv) *Distribution of profits.*—The net earnings of the Bhopal-Parbati section belong to the Bhopal Durbar; and those of the Parbati-Ujjain section, to the Gwalior Durbar.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—

} As noted under 5 (*a*), Great Indian Peninsula railway (5′ 6″ gauge).

(vii) *Power of the Government to determine agreements and contract.*—
(viii) *Powers of the Durbars to determine agreements.*—

} The agreements are terminable, on the expiry of ten years from the dates of opening of the respective sections throughout for all kinds of public traffic, on 12 months' notice in writing given by either party to the other on the 30th June or 31st December in any year.

(ix) *Term of agreements and contract.*—Ten years, or as noted under 5 (*a*), Great Indian Peninsula railway (5′ 6″ gauge), whichever shall first fall in from the date of opening of the respective sections throughout for all kinds of public traffic.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1895 .	113·52	69,69,331	1,958	979	0·01	...	50·08
1896 .	113·52	77,77,604	3,69,114	1,80,218	2·32	63	51·17
1897 .	113·52	75,36,180	3,72,337	1,84,660	2·45	63	50·40
1898 .	113·27	75,85,789	4,16,940	2,05,051	2·70	71	50·82
1899 .	113·27	76,54,290	5,82,341	2,77,911	3·63	99	52·28
1900 .	113·27	76,88,020	9,46,349	4,65,681	6·06	161	50·79
1901 .	113·27	77,61,569	5,45,956	2,62,044	3·38	93	52·00
1902 .	113·27	78,02,855	5,82,063	2,77,292	3·55	99	52·36
1903 .	113·27	78,11,402	4,44,766	2,14,841	2·75	76	49·85
1904 .	113·27	78,14,670	4,54,721	2,17,562	2·78	77	49·99
1905 .	113·27	78,35,712	6,08,240	2,96,639	3·79	103	51·23
1906 .	113·27	78,51,048	6,86,799	3,31,924	4·23	117	51·67
1907 .	113·27	78,58,669	7,81,578	3,74,678	4·77	133	52·06
1908 .	113·27	78,62,989	7,70,325	3,45,421	4·39	131	55·16
1909 .	113·27	78,72,658	8,28,957	3,82,457	4·86	148	53·58
1910 .	113·27	78,73,354	8,65,310	4,05,340	5·15	147	53·16
1911 .	113·27	78,77,088	9,59,356	4,55,954	5·79	163	52·47
1912 .	113·27	78,78,601	10,76,999	5,17,442	6·57	183	51·96
1st qr. of 1913.	113·27	78,79,281	2,47,615	1,17,202	1·49	168	52·67
1913-14	113·27	78,82,524	11,10,645	5,12,648	6·50	189	53·84
1914-15	113·27	78,79,430	9,76,407	4,27,881	5·43	166	56·18
1915-16	113·27	78,82,465	10,77,534	5,04,090	6·39	183	53·22

5 (*f*) Bina-Goona-Baran railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
From the joint boundary of the Midland section of the Great Indian Peninsula and Bina-Goona-Baran railways, a point, 2·00 miles from the centre of Bina station, to Goona.	28-9-95	71·71	
From centre of Goona station (mile 216—3,402 feet) to end of Baran station (mile 290—2,850 feet).	15-5-99	73·90	
TOTAL ...	...	...	145·61

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5.}}{\text{Sub-heads (a) to (l)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

5 (*f*) Bina-Goona-Baran railway (5′ 6″ gauge)—*contd.*

Details of construction—

Permanent-way.—The line is laid with 75-lb. flat-footed steel rails, 59·90 miles on deodar sleepers and 85·73 miles on transverse steel sleepers, State railway pattern.

Ballast.—The line is ballasted with broken stone and laterite.

Fencing.—The line from Bina to Goona is fenced. The Goona-Baran section is unfenced except at stations.

Curves.—There are no curves with a radius of less than 990 feet.

Gradients.—The ruling gradient is 1 in 125.

Agreements and contract—

Agreement, dated the 15th July 1896 (called the principal contract), *between the Government of His Highness the Maharaja Scindia of Gwalior and the Indian Midland Railway Company,* as to the maintenance, management and working, by the Company, of the Bina-Goona section of the Bina-Goona-Baran railway as part of the Company's undertaking (with clause 13 thereof modified as to *maintenance of telegraphs* under the authority of the letter *from the Government of India to the Honourable the Agent to the Governor General for Central India,* No. 596 R. T., dated the 20th June 1899).

Agreement, dated the 20th February 1899 (called the principal contract), *between the Government of His Highness the Maharao of Kotah and the Indian Midland Railway Company,* as to the maintenance, management and working, by the Company, of the Chabra-Baran section of the Bina-Goona-Baran railway as part of the Company's undertaking.

Agreement, dated the 27th February 1899 (called the principal contract), *between the Government of His Highness the Nawab of Tonk and the Indian Midland Railway Company,* as to the management, maintenance and working, by the Company, of the Dharnaoda-Chabra section of the Bina-Goona-Baran railway as part of the Company's undertaking.

Agreement, dated the 12th May 1899 (called the principal contract), *between the Government of His Highness the Maharaja Scindia of Gwalior and the Indian Midland Railway Company,* as to the maintenance, management and working, by the Company, of the Goona-Dharnaoda section of the Bina-Goona-Baran railway as part of the Company's undertaking.

Contract, dated the 21st December 1900, *between the Secretary of State and the Great Indian Peninsula Railway Company,* as to the maintenance, management and working, by the Company, of the railways known as the Great Indian Peninsula railway system and the Indian Midland railway system, and the subsidiary lines included therein.

Memorandum No. 3529 I. B., dated the 20th September 1901, *from the Government of India in the Foreign Department, to the Government of India in the Public Works Department,* intimating the acceptance by the Kotah and Tonk Durbars of the provisions of clauses 28 and 29 of the contract of the 21st December 1900, *between the Secretary of State and the Great Indian Peninsula Railway Company,* in lieu of those of the contracts of the 20th and 27th February 1899, *between the Kotah and Tonk Durbars and the Indian Midland Railway Company,* as to the method of arriving at the working expenses, respectively, of the Chabra-Baran and Dharnaoda-Chabra sections of the Bina-Goona-Baran railway.

Agreements, dated the $\frac{\text{16th March}}{\text{17th April}}$ $\frac{}{\text{29th June}}$ 1905, *between the Government of His Highness the Maharaja Scindia of Gwalior and the Government of His Highness the Nawab of Tonk,* as to the purchase, by the former from the latter, of the Dharnaoda-Chabra section of the Bina-Goona-Baran railway.

Agreement, dated the 12th January 1911, *between the Secretary of State and the Government of His Highness the Maharao of Kotah,* supplemental to the agreement of the 20th February 1899, *between the Kotah Durbar and the Indian Midland Railway Company,* as to the substitution of "Secretary of State", for "Indian Midland Railway Company", as a party to the agreement of 1899.

Agreement, dated the 20th March 1911, *between the Secretary of State and the Government of His Highness the Maharaja Scindia of Gwalior,* supplemental to the agreement of the 15th July 1896, *between the Gwalior Durbar and the Indian Midland Railway Company,* as to the substitution of "Secretary of State'" for "Indian Midland Railway Company", as a party to the agreement of July 1896.

Agreement, dated the 20th March 1911, *between the Secretary of State and the Government of His Highness the Maharaja Scindia of Gwalior,* supplemental to the agreement of the 12th May 1899 *between the Gwalior Durbar and the Indian Midland Railway Company,* as to the substitution of "Secretary of State," for "Indian Midland Railway Company", as a party to the agreement of 1899.

Agreement, dated the 20th March 1911, *between the Secretary of State and the Government of His Highness the Maharaja Scindia of Gwalior,* supplemental to the agreement of the 27th February 1899, *between the Tonk Durbar and the Indian Midland Railway Company,* as to the substitution of "Secretary of State", for "Indian Midland Railway Company", as a party to the agreement of 1899.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (l)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

5 (*f*) Bina-Goona-Baran railway (5′ 6″ gauge)—*concld.*

Agreements and contract—*concld.*

Memorandum No. 3002-I.B., dated the 30th August 1913, from the Government of India in the Foreign Department to the Government of India in the Railway Department, intimating the acceptance by the Gwalior Durbar of the arrangement come to between the Tonk Durbar and the Great Indian Peninsula Railway Company in 1901, for the purpose of arriving at the working expenses of the Dharnaoda-Chabra section of the Bina-Goona-Baran railway.

Main provisions of agreements and contract—

(i) *Land.*—Provided free of cost by the several Native States for the portions of the railway in their respective territories.

(ii) *Government aid.*—The Bina-Goona, Goona-Dharnaoda, and Dharnaoda-Chabra sections are owned by the Gwalior Durbar, and the Chabra-Baran section by the Kotah Durbar, each of which provides funds for additional works, alterations in existing works not of the nature of repairs, and expenses other than those due to ordinary wear and tear and incidental to the use and working of the railway and works and the conveyance of traffic thereon. The railway is managed, maintained, stocked and worked by the Great Indian Peninsula Railway Company as part of the Indian Midland railway system of the Company's undertaking.

(iii) *Terms of working.*—For working the Bina-Goona section, the Great Indian Peninsula Railway Company retains 50 per cent of its gross receipts for each half-year. The gross receipts of the section are also charged with rent for works, etc., in sole and joint use at Bina junction as laid down in clause 10 of the agreement of the 15th July 1896, and with rent for telegraph lines and instruments when not the property of the railway.

For working the Goona-Dharnaoda section, the Great Indian Peninsula Railway Company retains out of its gross receipts a sum which bears the same proportion to the entire gross receipts of the section as the aggregate working expenses of the Indian Midland railway system as a whole (including the Goona-Dharnaoda section) bear to the gross receipts of that system, for each half-year, subject to a limit of 50 per cent of the gross earnings of the section.

For the Dharnaoda-Chabra and Chabra-Baran sections the Railway Company charges the same percentage of the entire gross receipts of those sections as the aggregate working expenses of the whole system of the Company bear to the gross receipts of that system.

(iv) *Distribution of profits.*—The net receipts of each section are paid over to the Durbar to which such section belongs.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof—
} As noted under 5 (*a*), Great Indian Peninsula railway (5′ 6″ gauge).

(vii) *Power of the Government to determine agreements.*—
(viii) *Power of the Durbars to determine agreements.*—
(ix) *Term of agreements.*—
} As noted under 5 (*e*), Bhopal-Ujjain railway (5′ 6″ gauge), except in the case of Chabra-Baran section where the Agreement, dated the 20th February 1899, is terminable on the 31st March or 30th September in any year on 12 months' notice being given in writing by either party to the other.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1895 .	72·18	49,81,035	48,701	22,198	0·45	19	54·42
1896 .	72·18	54,16,074	91,140	36,821	0·68	24	59·60
1897 .	71·74	87,73,621	1,02,386	43,446	0·50	27	57·57
1898 .	71·74	97,66,068	1,30,004	58,040	0·59	35	55·36
1899 .	145·21	99,31,680	2,67,359	1,26,108	1·27	43	52·83
1900 .	145·21	1,00,21,605	4,34,847	2,20,490	2·20	57	49·29
1901 .	145·59	1,00,43,286	2,52,716	1,22,970	1·22	33	51·34
1902 .	145·63	99,14,442	2,28,825	1,12,945	1·14	32	52·71
1903 .	145·63	99,62,459	3,21,585	1,55,600	1·56	42	49·49
1904 .	145·63	99,87,016	3,91,886	1,90,897	1·91	52	51·28
1905 .	145·63	99,90,394	3,68,669	1,81,269	1·81	49	50·85
1906 .	145·63	99,94,053	4,90,644	2,41,081	2·41	65	50·72
1907 .	145·63	99,94,424	5,63,802	2,71,691	2·72	74	51·81
1908 .	145·63	99,96,263	4,13,370	1,88,397	1·88	55	54·42
1909 .	145·63	1,00,08,750	2,79,897	1,27,960	1·28	37	54·28
1910 .	145·61	1,00,13,493	3,28,511	1,53,287	1·53	43	53·34
1911 .	145·61	1,00,32,562	3,87,036	1,81,472	1·81	51	53·11
1912 .	145·61	1,00,34,004	5,24,546	2,50,969	2·50	69	52·16
1st qr. of 1913	145·61	1,00,34,292	1,56,630	75,070	0·75	83	52·07
1913-14 .	145·61	1,00,42,700	6,13,716	2,85,378	2·84	81	53·50
1914-15 .	145·61	1,00,50,037	4,46,962	1,92,056	1·91	59	57·03
1915-16 .	145·61	1,00,52,443	5,41,654	2,51,780	2·50	72	53·52

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (l)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

5 (*g*) Cawnpore-Banda railway (5′ 6″ gauge)—

This line was constructed and worked as a State line by the Oudh and Rohilkhand railway up to the 31st March 1915. Since then the maintenance, management and working of the line have been taken over by the Great Indian Peninsula Railway Company.

Progress in opening—

Sections of railway.	Date of opening	Miles.	Total.
1	2	3	4
Juhi to Hamirpur Road	21-4-13	32·87	
Hamirpur Road to Khirada	20-7-14	42·84	
TOTAL ...	...	...	75·71

Details of constructions—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed British standard rails laid on steel trough sleepers.

Ballast.—The line is ballasted with sand. But stone or brick ballast has been provided at station yards and bridge approaches.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve has a radius of 2,292 feet.

Gradients.—The ruling gradient is 1 in 150.

Contracts—

Dated the 21st December 1900 (called the principal contract), *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to the maintenance, management and working, by the Company, as one undertaking, of the railways known as the Great Indian Peninsula railway system and the Indian Midland railway system, and the subsidiary lines included therein.

Dated the 8th May 1914, *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to the maintenance, management and working, by the Company, of the Cawnpore-Banda railway, with effect from the 1st April 1915, as part of the Indian Midland railway system of the Company's undertaking.

Main provisions of contracts—

As noted under 5 (*b*), Agra-Delhi Chord railway (**5′ 6″** gauge), except that the rolling-stock for the Cawnpore-Banda railway will be supplied by the Great Indian Peninsula railway in return for a payment of 5 per cent of the gross earnings of the Cawnpore-Banda railway, over and above the percentage paid by the Secretary of State, for the maintenance and working of that line. (India office letter No. 26 Railway, dated the 30th April 1915).

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1913-14	33·37	69,34,118	Included with the Oudh and Rohilkhand railway.						
1914-15	76·27	78,34,564							
1915-16	75·71	78,91,973	4,05,258	1,60,136	203	2,72,926	—1,12,790	103	60·48

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (l)}}$ **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

5 (*h*) Dhond-Baramati railway (2′ 6″ gauge)—

Date of registration of the Company.—1912.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Dhond to Baramati	20-5-14	27·26	27·26

Details of construction—

Permanent-way.—The permanent way consists of 35-lb. flat-footed steel rails laid on pressed steel pea-pod sleepers.

Ballast.—The line is ballasted with stone and the banks with moorum.

Fencing.—Only the station yards are fenced.

Curves.—The sharpest curve is of 478·3 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Agreement—

The line was constructed, and is being maintained and worked, by the Great Indian Peninsula Railway Company for the Dhond-Baramati Railway Company under the terms of an agreement which is under consideration.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from (+), or share of surplus profits payable to, (—), the Great Indian Peninsula railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1914-15	27·26	11,81,373	50,233	27,628	2·34	+12,448	40,076	3·39	35	45·00
1915-16	27 26	11,61,931	68,289	37,559	3·23	+20,948	58,507	5·03	48	45·00

5 (*i*) Ellichpur-Yeotmal railway (2′ 6″ gauge)—

Date of registration of the Company.—1910.

This line was constructed by the Great Indian Peninsula Railway Company for a Branch Line Company called the Central Provinces Railways Company.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Ellichpur to Murtajapur	1-12-13	47·65	
Murtajapur to Karanja	1-11-14	19·83	
Karanja to Yeotmal	30-9-15	49·75	
TOTAL OPEN MILEAGE	...	...	117·23

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 5}{\text{Sub-heads } (a) \text{ to } (l)}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

5 (*i*) Ellichpur-Yeotmal railway (2′ 6″ gauge)—*contd.*

Details of construction—

Permanent-way.—The permanent-way consists of 35-lb. flat-footed steel rails laid on pressed steel pea-pod sleepers.

Ballast.—The line is chiefly ballasted with sand. Banks at places are ballasted with moorum.

Fencing.—Only the station yards are fenced.

Curves.—The sharpest curve is of 637 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Contract—

Dated the 27th March 1916, *between the Secretary of State and the Central Provinces Railways Company,* as to the construction, maintenance and working of the Ellichpur-Yeotmal railway.

Main provisions of contract.

(i) *Land.*—Land in British territory provided free of cost.

(ii) *Government aid.*—The Government shall allow to the Company, by way of rebate, such a sum, not exceeding in any year the net earnings of the Great Indian Peninsula railway, from all traffic originating or terminating at stations of this railway, as shall together with the net earnings of the Company make up an amount equal to interest for the year at a rate of 5 per cent per annum on the paid up share capital of the Company. When the net earnings do not suffice to pay interest at 5 per cent, the Company shall be paid by the working agency out of the working expenses the sum of Rs. 9,000 for each year towards the office expenses and expenses of management and direction of the Company and also pay all such legal expenses as shall have been incurred by the Company and are debitable to Revenue.

(iii) *Terms of working.*—The line is managed, maintained, worked and supplied with rolling-stock for 45 per cent of its gross earnings.

(iv) *Distribution of profits.*—When the net earnings of the Company exceed the minimum amount sufficient to give a return of 5 per cent per annum such excess shall be applied towards the payment of office expenses, expenses of management and direction of the Company up to a limit of Rs. 15,000 and the balance, if any, shall be divided equally between Government and the Company.

(v) *Rates and fares.*—The Company shall charge such rates and fares for the carriage of goods and passengers, as shall be agreed upon between the Secretary of State and the Company, and adopt such classification of goods as shall be in force on the Great Indian Peninsula railway.

(vi) *Special obligations as to the conveyance of—*

(*a*) Mails, troops, police, high Government officials and Government stores.—

(*b*) Government bullion and coin and the persons in charge thereof—

} All business connected with the management and maintenance of the line and conducting the traffic thereon, including police and telegraphs and telegraphic appliances, shall in all respect, as far as practicable, be carried on in the same manner and subject to the same regulations and control by the Secretary of State as the like business on the Great Indian Peninsula railway.

(vii) *Power of the Government to determine agreement.*—The Government may, by giving twelve months' 'notice of purchase,' determine the contract on the 31st March 1945 or on the 31st March in the last year of any subsequent period of ten years.

If the contract is determined by 'notice of purchase' the Government shall pay to the Company 25 times the amount of the average yearly net earnings (excluding payments on account of rebate) derived by the Company during the three years immediately preceding the time at which the contract shall be determined, subject to a limit of 20 per cent. in excess of, but not less than, the total capital expenditure of the Company.

The Government may also, by giving twelve months' 'notice of special purchase', determine the contract at any time in the following cases :—

(*a*) when it is considered desirable that the gauge of the railway should be altered ;

(*b*) when it is considered desirable to convert the railway into a line of through communication and

(*c*) when it is considered desirable to extend the railway (without altering the gauge or making the line part of a through route), and the Company is unable or unwilling to supply the necessary capital for such extension.

If the contract be determined by 'notice of special purchase', the Government to pay to the Company 25 times the average yearly net earnings (excluding payments on account of rebate) of the Company during the last preceding three years, or 115 per cent of the total capital expenditure of the Company, whichever may be the greater.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract* [*if not determined under* (vii)].—None specified.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (l)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

5 (*i*) Ellichpur-Yeotmal railway (2′ 6″ gauge)—*concld.*

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from, (+), or share of surplus profits payable to (—), the Great Indian Peninsula railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1913-14 .	47·65	24,35,662	65,505	36,027	1·48	...	36,027	1·48	196	45·00
1914-15 .	67 48	62,43,618	2,86 101	1,57,356	2·52	...	1,57,356	2·52	82	45·00
1915-16 .	117·23	66,53.204	4.46 479	2,45.563	3·69	+ 4,402	2,49.965	3·76	73	45 00

5 (*j*) Matheran Light railway (2′ 0″ gauge)—

Date of registration of the Company.—16th September 1908.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Neral to Matheran	22-3-07	12·61	12·61

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails laid on half-round teak and other wood sleepers.

Ballast.—Broken stone.

Fencing.—Not fenced.

Curves.—The sharpest curve is of 60 feet radius.

Gradients.—The gradient is 1 in 20 compensated.

Local Government Order and agreement—

The Matheran Tramway order published under the Bombay Government, Public Works Department (Railway), Notification No. 34, dated the 28th July 1904, authorising the construction, maintenance and working of the line by the Promoter.

Further order published under the Bombay Government, Public Works Department (Railway), Notification No. 47, dated the 19th November 1907, and Letter No. 30, dated the 11th January 1908, from the Secretary to the Government of Bombay, Public Works Department (Railway Branch) to the Promoter, Matheran Light railway. } effecting certain amendments in the Matheran Tramway order of 1904.

Agreement, dated the 30th October 1909, *between the Matheran Steam Light Tramway Company and the Great Indian Peninsula Railway Company*, as to the control of traffic and working, by the latter, of the line.

Main provisions of Local Govrnment Order and Agreement—

(i) *Land.*—Government land was provided free of cost. Private land to be acquired by the Government at the expense of the Tramway Company.

(ii) *Government aid.*—The line is the property of the Matheran Steam Light Tramway Company, who provide all rolling-stock, locomotives, machinery and plant, and maintain the way and works; the working of traffic, train arrangements, and the keeping and auditing of the Revenue Accounts being under the control of the Great Indian Peninsula Railway Company.

(iii) *Terms of working.*—The gross receipts are treated as those of the Great Indian Peninsula Railway Company, which retains thereout the actual expenditure incurred by it, including the cost of stores consumed on the Matheran Light railway in the Traffic and Audit Departments, and for station and running staff, printing, stationery and all other expenses connected therewith, *plus* 5 per cent per annum as rent on the actual cost of new structures, machinery, plant and furniture, and 7½ per cent per annum for ballast, permanent-way, etc., including maintenance and renewal, for the sole use of the light railway with a certain proportion (based on the weight of local and interchanged traffic) of the annual rent, at the rates above noted, for new joint works, etc.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (l)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*concld.*

5 (*j*) Matheran Light railway (2′ 0″ gauge)—*concld.*

Main provisions of Local Government Order and agreement—*concld.*

(iv) *Distribution of profits.*—The net receipts are to be paid over to the Light Railway Company.

(v) *Rates and fares.*—To be within the maxima sanctioned in the Tramway Order, the rules, conditions, etc., in respect thereto being the same as obtain on the Great Indian Peninsula railway.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } Not specified.

(vii) *Power of the Railway Company to determine agreement.*—
(viii) *Power of the Tramway Company to determine agreement.*—
(ix) *Term of agreement.*— } The agreement is terminable on the 31st March or 30th September in any year on six months' notice by either party to the other.

Government may purchase the line as a going concern on the 1st January 1940, or at the expiration of any subsequent period of five years, for a sum representing the aggregate of 25 times the average of its net earnings for the three calendar years immediately preceding the date of purchase.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907	12·61	10,11,300	17,529	—12,783	...	55	172·92
1908 .	12·61	10,55,007	53,410	8,456	0·80	117	84·17
1909 .	12·61	11,12,071	64,873	27,612	2·48	144	57·44
1910 .	12·61	11,34,119	55,951	13,519	1·19	123	75·85
1911 .	12·61	11,36,563	74,352	39,488	3·47	158	46·90
1912 .	12·61	11,38,245	78,089	36,634	3·25	163	53·09
1st qr. of 1913	12·61	11,38,720	19,401	3,843	0·34	118	80·19
1913-14.	12·61	11,38,848	74,545	33,410	2·84	114	55·18
1914-15 .	12·61	11,38,848	84,325	27,558	2·42	129	67 32
1915-16 .	12·61	11,38,848	84,185	16,278	1·43	128	80·66

5 (*k*) Pachora-Jamner railway (2′ 6″ gauge)—

Date of registration of the Company.—10th February 1915.

Sanction to the construction of this line by the Great Indian Peninsula Railway Administration, for the Pachora-Jamner Railway Company, was conveyed in Railway Board's Notification No. 64, dated the 17th March 1915.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Pachora to Jamner (sanctioned on 17th March 1915)	...	34·62	34·62

5 (*l*) Pulgaon-Arvi railway (2′ 6″ gauge)—

Date of registration of the Company.—1914.

Sanction to the construction of this line by the Great Indian Peninsula Railway Company, for the Central Provinces Railway Company was conveyed in Railway Board's Notification No. 248, dated the 30th September 1914.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Pulgaon to Arvi (sanctioned on 30th September 1914)	...	21·75	21·75

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$. MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM.

Chairman.—Colonel Sir William S. S. Bisset, K.C.I.E.
Acting Secretary.—Percy A. Cory, Esq.
Offices.—91, York Street, Westminster, S.W.
Date of registration of the former guaranteed Company.—1853.

The former Madras Guaranteed Railway Company's contract having expired on the 31st December 1907 the lines owned by that Company were purchased by the Secretary of State for India, and on the 1st January 1908 the then existing Madras railway (with the exception of the Jalarpet-Mangalore section), together with the 3′ 3⅜″ gauge sections of the South Indian railway from Katpadi to Gudur and Pakala to Dharmavaram, was made over to the Southern Mahratta Railway Company for working, the enlarged Company being styled the Madras and Southern Mahratta Railway Company.

Lines comprised in the system—

The Madras and Southern Mahratta railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Madras and Southern Mahratta railway (5′ 6″ gauge)	1,047·59	...	1,047·59
(*b*) Kolar Gold-fields railway (5′ 6″ gauge)	9·88	...	9·88
(*c*) Tenali-Repalli railway (5′ 6″ gauge)	21·09	...	21·09
(*d*) Madras and Southern Mahratta railway (3′ 3⅜″ gauge)	1,519·60	...	1,519·60
(*e*) Bezwada-Masulipatam railway (3′ 3⅜″ gauge)	51·80	...	51·80
(*f*) Birur-Shimoga railway (3′ 3⅜″ gauge)	37·92	...	37·92
(*g*) Dhone-Kurnool railway (3′ 3⅜″ gauge)	32·00	...	32·00
(*h*) Hindupur (Yesvantpur-Mysore Frontier) railway (3′ 3⅜″ gauge)	51·35	...	51·35
(*i*) Kolhapur State railway (3′ 3⅜″ gauge)	29·27	...	29·27
(*j*) Mysore-Nanjangud railway (3′ 3⅜″ gauge)	15·80	...	15·80
(*k*) Mysore-section (Madras and Southern Mahratta) (3′ 3⅜″ gauge)	296·28	...	296·28
(*l*) Sangli State railway (3′ 3⅜″ gauge)	4·90	...	4·90
(*m*) West of India Portuguese railway (3′ 3⅜″ gauge)	51·10	...	51·10
Total	3,168·58	...	3,168·58

Running powers—

Foreign lines over home line—

Bengal-Nagpur railway, Waltair to Vizagapatam (including the wharf and swamp lines)	for passenger and goods trains.	4·97
Nizam's Guaranteed State railway, outer signal at Bezwada to Bezwada station		·0·89
South Indian railway, over whole or any part of the Madras-Bangalore section		219·00
	Total	224·86

6 (*a*) Madras and Southern Mahratta railway (5′ 6″ gauge)—

The Madras and Southern Mahratta 5′ 6″ gauge railway is defined to be the former Madras railway (with the exception of the Jalarpet-Mangalore section), and the southern section of the former East Coast railway (called the North-East line of the former Madras railway).

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
SOUTH-WEST LINE—					
Main line—					
Madras to Veyasarpaudy	7-4-78	2·16			
Veyasarpaudy to Walajah Road (Arcot)	1-7-56	63·22			
Walajah Road (Arcot) to Katpadi	7-5-57	14·96			
Katpadi to Gudiyattam	19-5-58	15·36			
Gudiyattam to Ambur	16-1-60	17·01			
Ambur to Vaniyambadi	1-2-60	9·98			
Vaniyambadi to Jalarpet	23-5-60	9·86			
			1 2·55		
Branches—					
Rayapuram branch—					
Veyasarpaudy to Rayapuram	1-7-56	2·16			
Rayapuram to Beach	22-1-00	1·03			
Washermenpet to Basin bridge	15-3-07	1·05			
			4·24		
Ranipet branch—					
Walajah Road (Arcot) to Ranipet	17-4-99	4·17			
			4·17		
Bangalore branch—					
Jalarpet Junction to Bangalore Cantonment	1-8-64	84·37			
Bangalore Cantonment to Bangalore City	1-7-82	3·05			
			87·42		
Carried over	...	...	...	228·38	

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*a*) Madras and Southern Mahratta railway (5′ 6″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward ...	...	...	...	228·38	
NORTH-WEST LINE—					
Main line—					
Arkonam to Nagari.	4-3-61	17·27			
Nagari to Puttur	8-12-61	9·59			
Puttur to Renigunta	15-9-62	14·46			
Renigunta to Reddipalle.	1-10-64	38·02			
Reddipalle to Cuddapah.	1-9-65	39·59			
Cuddapah to Muddanuru	1-8-66	34·31			
Muddanuru to Tadpatri.	1-9-68	32·07			
Tadpatri to Gooty	1-8-69	29·72			
Gooty to the Tungabhadra river	12-12-70	75·33			
Tungabhadra to Raichur	15-3-71	17·92			
			308·28		
NORTH-EAST LINE—				308·28	
Basin bridge to Korukkupettai	15-3-07	0·85			
Washermenpet to Ennur	22-2-96	8·25			
Ennur to Gudur	23-2-99	75·25			
Gudur to Nellore	*1-11-88	23·75			* The date of opening of the original 3′ 3¾″ gauge line which was converted to, and opened on, the 5′ 6″ gauge on the 1st November 1899.
Nellore to Kistna Canal	20-12-98	155·00			
Kistna Canal to Bezwada	15-7-97	3·06			
Bezwada to Kovvur	20-2-93	88·24			
Kovvur to Rajahmundry	6-8-00	4·69			
Rajahmundry to the Junction point near Waltair	15-7-93	119·80			
Simhachalam Junction point near Waltair station to Waltair.	15-7-93	4·25			
			433·14		
Branches—					
Samalkot Junction to Cocanada port branch	15-7-93	9·75			
Waltair to end of branch near Vizagapatam station	15-7-93	2·18			
Guntur to Tenali	18-3-16	15·86	27·79	510·93	
TOTAL OPENMILEAGE ...	...	...	...	1,047·59	
DOUBLE LINE—					
Washermenpet to Basin bridge	15-3-07	1·05			
Washermenpet to Veyasarpaudy	14-9-01	1·02			
Madras to Veyasarpaudy Junction	7-4-73	2·16			
Veyasarpaudy Junction to Perambur	7-2-74	1·30			
Perambur to Avadi.	1-5-77	9·54			
Avadi to Tiruvallur.	20-7-77	12·89			
Tiruvallur to Arkonam	28-8-77	16·52			
Bengal-Nagpur railway north outer signal to north facing point at Waltair.	...	0·46			
TOTAL DOUBLE LINE ...	...	...	44·94		

Details of construction—

Permanent-way.—The South-West down line, from Madras to mile 42½ and from mile 59½ to mile 134½, and up line, from Madras to mile 12 are laid with 75-lb. bull-headed steel rails on cast iron pots. The remainder of the South-West line, *i.e.*, from mile 42½ to mile 59½ and from mile 134½ to Bangalore, and portion of up line, from mile 12 to mile 27½, the North-East line, from Basin bridge to mile 33, and the North-West line, from Arkonam to mile 231·84, are laid with 80-lb. bull-headed steel rails on cast iron pots, except 2 miles, from mile 96 to mile 98, on the North-West line which is laid with 76-lb. bull-headed rails. The South-West up line, from mile 27½ to Arkonam, and the North-West line, from mile 231·84 to Raichur, are laid with 75-lb. double-headed steel rails on cast iron pots. The remainder of the North-East line, from mile 33 to mile 266½, is laid with 75-lb. flat-footed steel rails on timber sleepers, except a portion, between miles 207 and 221, which is laid on pot sleepers. From mile 266½ to mile 356 the line is laid with 75-lb. flat-footed steel rails on pot sleepers, except between miles 336 and 343 which is laid on timber sleepers. The line between miles 356 and 483 is laid with 75-lb. flat-footed steel rails on timber and steel trough sleepers. The timber sleepers are being gradually renewed by steel trough sleepers.

The Wallajah Road-Ranipet branch is laid with 75-lb. double-headed steel rails on cast iron pots, except for short lengths of 84-lb. and 65-lb. double-headed iron rails on timber sleepers.

The Cocanada, Vizagapatam and Guntur-Tenali branches are laid with 75-lb. flat-footed steel rails on timber sleepers.

Ballast.—The line is ballasted with stone and sand, chiefly the latter.

Fencing.—The North-West and South-West lines are fenced throughout and the North-East line only in the vicinity of towns, stations and level crossings.

Curves.—The sharpest curve is of 700 feet radius.

Gradients.—The ruling gradient between Madras and Jalarpet is 1 in 159; between Jalarpet and Bangalore, 1 in 80 (except at Kuppam Ghat where it is 1 in 68 and between Bangalore cantonment and Bangalore city there is a gradient of 1 in 78); between Walajah Road and Ranipet, 1 in 150; between Arkonam and Raichur, 1 in 80 (except at Ballapalli Ghat where it is 1 in 60); between Madras and Bezwada, 1 in 200; and between Bezwada and Waltair, 1 in 150.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*a*) Madras and Southern Mahratta railway (5′ 6″ gauge)—*contd.*

Contracts—

Dated the 1st June 1882 (called the original contract), *between the Secretary of State and the former Southern Mahratta Railway Company*, as to the construction and working of a system of railways in the South Mahratta country to be called the Southern Mahratta railway.

Dated the 28th October 1885 (supplemental to that of 1882), *between the Secretary of State and the former Southern Mahratta Railway Company*, as to the construction and working of the West Deccan railway.

Dated the 31st August 1887 (supplemental to those of 1882 and 1885), *between the Secretary of State and the former Southern Mahratta Railway Company*, as to the construction and working of a line from Ranibennur to Harihar and a line from Bellary to Guntakal.

Dated the 31st August 1887 (supplemental to those of 1882, 1885 and 1887), *between the Secretary of State and the former Southern Mahratta Railway Company*, as to the construction, maintenance and working of the Mysore State railway.

Dated the 27th February 1889 (supplemental to those of 1882, 1885 and 1887), *between the Secretary of State and the former Southern Mahratta Railway Company*, as to the completion and working of the Bellary-Kistna railway.

Dated the 21st August 1898 (supplemental to those of 1882, 1885, 1887 and 1889), *between the Secretary of State and the former Southern Mahratta Railway Company*, as to the working of the British section of the Guntakal-Yesvantpur railway.

Dated the 8th April 1903 (supplemental to those of 1882, 1885, the secondly mentioned contract of 1887, and that of 1889), *between the Secretary of State and the former Southern Mahratta Railway Company*, as to the adoption of 1*s.* 4*d.* as the "prescribed" rate of exchange.

Dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the continuance of the existing contracts subject to the variations and modifications thereof as therein set forth.

Dated the 16th March 1911, *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, supplemental to, and in amendment of certain particulars in, that of 1908.

Despatch from the Secretary of State, No. 66 Railway, dated the 9th August 1912, in regard to the issue of further capital by the Company.

Dated the 11th February 1914 (supplemental to that of 1908), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, in regard to the issue of debentures and debenture stock.

Dated the 20th May 1914 (supplemental to the contracts of 1882, 1885, 1887, 1889, 1898, 1903, 1908 and 1911), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the adoption of the Government financial year for the preparation of accounts.

Dated the 12th August 1914 (supplemental to the contracts of 1882, 1885, 1887, 1889, 1898, 1903, 1908, 1911 and 20th May 1914), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the construction, maintenance and working of the Guntur-Tenali section of the Guntur-Repalli railway as part of the undertaking of the Company.

Main provisions of contracts—

(i) *Land.*—Provided by the Government at the cost of capital.

(ii) *Government aid.*—(*a*) Interest in sterling is guaranteed at 3½ per cent per annum on the nominal amount of capital stock, for the time being, of the Company, and is payable half-yearly by the Secretary of State, the Government being entitled to retain out of the Company's share of surplus profits for the year the rupee-equivalent of this interest. If the Company's share for the year be less than the guaranteed interest, the deficiency is not to be made good out of the Company's share of a subsequent year.

(*b*) Moneys for capital expenditure are provided at the Secretary of State's option, either by advances made by him, or by the issue of debentures or debenture stock or further capital stock of the Company : such issues can only be made with the Secretary of State's approval.

(*c*) Debentures falling due are discharged by advances made by the Secretary of State.

[NOTE.—The advances made by the Secretary of State under (*b*) and (*c*) above are, until repaid treated as further capital contributed by him. All moneys raised by the Company on debentures or debenture stock or capital stock are applied, in the first place, to the repayment of these advances.]

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*a*) Madras and Southern Mahratta railway (5′ 6″ gauge)—*concld.*

Main provisions of contracts—*concld.*

(*d*) Interest due on debentures or debenture stock is paid in sterling by the Secretary of State.

[NOTE.—The rupee-equivalent of this interest is repaid to the Secretary of State out of the net earnings of each half-year.]

(iii) *Distribution of profits.*—After deducting, from the gross earnings of the Company's and State lines for the half-year, the working expenses (which include the contributions made under the rules to the Provident Fund and the haulage payable to the South Indian railway), the net earnings are applied :—

(*a*) in payment of rebate to the South Indian railway and to the Bezwada-Masulipatam railway, if any [see parenthetical note under (*c*) below] ;

(*b*) in repayment to the Secretary of State of the interest paid on debentures [see (ii) (*d*) above]. But the undertaking is to be credited half-yearly with a sum equal to the guaranteed interest paid on the average amount, if any, held by the Secretary of State during the half-year, of the unexpended balances of issues of capital made for the purposes of the undertaking ; and,

(*c*) the surplus is divided between the Secretary of State and the Company in proportion to the respective shares in which the capital, for the time being, (excluding debenture capital) has been contributed by them. The Secretary of State's capital is taken at a sum of £ 11¼ millions, to which is added the amount up to date of his advances; and the Company's capital at £5 millions, the amount for the time being of their share capital.

[NOTE.—25 per cent of the gross earnings derived by the Madras-Bangalore section from traffic carried over that section in South Indian railway trains is payable as haulage to the South Indian railway. In addition, the South Indian railway receives a rebate of 25 per cent of the gross earnings derived by the Madras-Bangalore section from the traffic interchanged between that section and the Jalarpet-Mangalore section, *viâ* Jalarpet.

The terms of the rebate payable to the Bezwada-Masulipatam railway are given under sub-head 6 (*e*), Bezwada-Masulipatam railway (3′ 3⅜″ gauge).]

(iv) *Rates and fares.*—Maxima and minima for each class and description of passengers and goods are fixed by the Government, who also prescribe the several classes and descriptions. If the Government require the Company to reduce the rates for salt below those in force on the 28th June 1908, the Company are to be compensated for any loss ensuing.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—

} To be conveyed on the same general conditions and at the rates in force on State railways of similar gauge.

(vi) *Power of the Government to determine contract.*—The railway and all its appurtenances are absolutely the property of the Government, which may determine the contract on the 31st December 1937, or on the 31st December in any succeeding fifth year reckoning from that date, by giving to the Company in London not less than twelve months' previous notice. Upon the termination of the contract the Company are to give the Government the possession of the railway ; and the Government are to pay the Company a sum equal to the nominal amount of its share capital, *viz.*, £5,000,000, and of any additional paid up capital stock that may have been issued for the purpose of the Company's and State lines.

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract.*—The contract is determinable only as noted under (vi) above.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908 . . .	1,031·73	16,69,79,297	1,64,22,663	44,96,942	2·69	306	72·62
1909	1,031·73	17,06,51,720	1,79,33,335	72,97,315	4·28	334	59·31
1910	1,031·73	17,37,06,686	1,88,12,095	80,93,571	4·66	351	56·98
1911	1,031·73	17,73,67,663	1,96,36,910	89,15,549	5·03	366	54·60
1912	1,031·73	17,80,88,139	2,16,88,462	1,03,95,264	5·84	404	52·07
1st qr. of 1913 . .	1,031·73	17,97,20,709	59,13,814	32,68,211	1·82	441	44·74
1913-14 . .	1,031·73	18,26,82,343	2,26,70,849	1,04,31,713	5·71	423	53·99
1914-15 . .	1,031·73	18,59,51,863	2,33,73,105	1,10,00,466	5·92	436	52·94
1915-16 . .	1,047·59	18,63,26,872	2,58,28,354	1,26,37,710	6·78	481	51·07

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*b*) Kolar Gold-fields railway (5′ 6″ gauge)—

The railway was constructed by the Mysore Durbar in order to provide facilities for the gold-fields.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Bowringpet to Marikuppam	1-6-94	9·88	9·88

Details of construction—

Permanent-way.—The line is laid with 76-lb. bull-headed steel rails on cast iron pot sleepers.

Ballast.—The line is ballasted with stone and sand, chiefly the former.

Fencing.—The line is fenced throughout.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 66.

Agreement and contract—

Agreement, dated the 1st July 1902, *between the Mysore Government and the former Madras Railway Company*, as to working and maintenance with effect from 1st January 1901.

Contract, dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the continuance of the existing agreement subject to the variations and modifications thereof as therein set forth.

Main provisions of agreement and contract—

(i) *Land.*—Provided by the Mysore Durbar at the cost of capital.

(ii) *Government aid.*—The line (which is the property of the Mysore Durbar) is maintained, stocked and worked by the Madras and Southern Mahratta Railway Company in all respects (except only as to capital expenditure which is provided by the Durbar) as part of their own undertaking.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } Maintenance and working expenses are calculated at the same proportion of the gross earnings of the Branch as obtains on the Company's system, as a whole, including the Branch. But in the case of accident or damage caused by extraordinary casualty, *e.g.*, by floods, each party bears its own cost of repairs, such cost being eliminated from the Company's revenue account before the percentage of working expenses referred to above is arrived at. The Company works the Branch for the maintenance and working expenses as above, *plus* cost of new minor works and 5 per cent of the gross earnings of the Branch for the use of rolling-stock, *plus* the amount due by the Branch for use of the joint station at Bowringpet. In addition the Company receives $\frac{1}{20}$th of the balance which remains after payment of interest on the capital expenditure of the Branch incurred after the 31st December 1907. Besides the "ordinary" contribution to the Provident Fund, the Branch is liable, when it earns more than 4 per cent on its capital outlay, for a further contribution amounting to the difference between the "ordinary" contribution and 1 per cent of its net receipts.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Bullion and coin.— } The same as from time to time obtain on the Company's lines.

(vii) *Power of the Government to determine agreement.*—Nil.

(viii) *Power of the Government to determine contract.*—As in the case of 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

(ix) *Power of the Durbar to determine agreement.*—Subject to six months' notice expiring only on the 30th June or the 31st December of any year.

(x) *Power of the Durbar to determine contract.*—Nil.

(xi) *Power of the Company to determine agreement.*—Subject to six months' notice expiring only on the 30th June or the 31st December in any year; and also to withdraw from the agreement if sanction be accorded to the construction of a competing line to the gold-fields.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*b*) Kolar Gold-fields railway (5′ 6″ gauge)—*concld.*

Main provisions of agreement and contract—*concld.*

(xii) *Power of the Company to surrender contract.*—Nil.

(xiii) *Term of agreement.*—Not specified.

(xiv) *Term of contract.*—As in the case of 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

Statistics of working (Those for the periods prior to 1906 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1906 . . .	9·88	11,96,520	2,00,400	68,275	5·71	390	65·93
1907 . . .	9·88	12,02,068	2,11,153	55,749	4·64	411	73·60
1908 . . .	9·88	12,07,860	1,98,191	51,095	4·23	386	74·22
1909 . . .	9·88	12,09,189	1,59,004	52,739	4·36	309	66·83
1910 . . .	9·88	12,06,368	1,55,747	54,733	4·54	303	64·86
1911 . . .	9·88	12,06,678	1,74,398	63,927	5·30	339	63·34
1912 . . .	9·88	12,06,635	1,53,344	58,791	4·87	298	61·66
1st qr. of 1913	9·88	12,06,635	45,990	20,664	1·71	358	55·07
1913-14 . .	9·88	12,08,566	1,73,840	65,189	5·39	338	62·50
1914-15 . .	9·88	12,09,832	1,77,599	66,006	5·46	346	62·83
1915-16 . .	9·88	12,09,192	1,71,811	70,145	5·80	334	59·17

6 (*c*) Tenali-Repalli railway (5′ 6″ gauge)—

The construction of this line by the Madras and Southern Mahratta Railway Company, at the cost of the District Board of Guntur, was sanctioned in Railway Board's Notification No. 110, dated the 9th April 1913.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Tenali to Repalli	18-3-16	21·09	21·09

Details of construction—

Permanent-way.—The line is laid with 75-lb. flat-footed British Standard steel rails on timber sleepers.

Ballast.—The line is ballasted with sand.

Fencing.—Only the station yards are fenced.

Curves.—The sharpest curve has a radius of 1,432 feet.

Gradients.—The ruling gradient is 1 in 150.

Contract—
Main provisions of contract— } The line is being worked under the terms of a contract which is under consideration.

Statistics of working—

Year.	Mileage open at end of the year.	Total capital outlay, including suspense, to end of the year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1915-16	21·09	12,14,651	3,169	1,585	0·13	75	50·00

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*d*) Madras and Southern Mahratta railway (3′ 3⅜″ gauge)—

The Madras and Southern Mahratta 3′ 3⅜″ gauge railway is the former Southern Mahratta railway in amalgamation with the sections (Pakala to Dharmavaram and Katpadi to Gudur) of the South Indian railway taken over, and the lines formerly known as the Bellary-Rayadrug, Hospet-Kottur and Guntakal-Mysore Frontier railways.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Main line—					
Frontier to Castle Rock	3-2-88	3·63			
Castle Rock to Deuli	15-6-87	2·75			
Deuli to Dharwar	24-1-87	56·00			
Dharwar to Hospet	1-7-85	101·25			
Hospet to Bellary	24-3-84	40·51			
Bellary to Guntakal*	16-5-87	29·99			
Guntakal to Nandyal	11-7-87	90·25			* This section, which was opened throughout in 1871 as a 5′ 6″ gauge branch of the former Madras railway, was made over to the former Southern Mahratta Railway Company on 1st February 1887 and converted to 3′ 3⅜″ gauge on the 16th May 1887.
Nandyal to Cumbum	15-6-90	63·18			
Cumbum to Tadepalli	3-10-89	122·41			
Tadepalli to Bezwada	...	2·97			
			512·94		
Branches—					
Harihar branch—					
Hubli to Harihar	18-10-86	81·00			
			81·00		
Bijapur branch—					
Gadag to Hotgi	1-8-84	173·08			
			173·08		
Poona branch—					
Londa to Belgaum	21-3-87	31·80			
Belgaum to Miraj	22-12-87	85·88			
Miraj to Koregaon	2-5-87	76·00			
Koregaon to Ghorpuri	18-11-86	83·07			
Ghorpuri to Poona	4-10-90	0·91			
			277·66		
Guntakal-Mysore Frontier branch—					
Guntakal to Dharmavaram	1-3-92	62·95			
Dharmavaram to Hindupur	23-4-93	49·28			
Hindupur to Mysore Frontier	17-7-93	7·27			
			119·50		
Bellary-Rayadrug branch—					
Bellary to Rayadrug	1-7-05	33·35			
			33·35		
Hospet-Kottur branch—					
Hospet to Kottur	1-4-05	43·06			
Ramandrug to Ramanamalai	1-12-06	4·97			
Nagalapuram to Fortwall	24-5-09	2·84			
Fortwall to Kanivibalii	1-10-10	6·79			
			57·66		
Katpadi-Dharmavaram branch—					
Katpadi to Pakala	18-3-91	39·48			
Pakala to Vayalpad	1-1-92	46·69			
Vayalpad to Dharmavaram	20-3-92	94·14			
			180·31		
Pakala-Gudur branch—					
Pakala to Tirupati West	18-3-91	25·05			
Tirupati West to Gudur	15-9-87	59·05			
			84·10		
GRAND TOTAL	...	...	...	1,519·60	

Details of construction—

Permanent-way.—The rails in use are of 41¼-lb., 50-lb., 60-lb., and 62-lb., flat-footed steel. The sleepers are teak, sal, jamba, pine and Australian eucalyptus and steel trough.

Ballast.—The line is ballasted with stone, gravel, sand and moorum.

Fencing.—The lines from Hospet to Kottur and Bellary to Rayadrug are unfenced, those from Pakala to Dharmavaram and Katpadi to Gudur are fenced only at stations, and the rest are partially fenced.

Curves.—The sharpest curve is of 573 feet radius.

Gradients.—The ruling gradient is 1 in 100, except on the Braganza Ghats (between miles 0 and 3 on the main line) and between Ramandrug and Kanivihalli, where the gradient is 1 in 40, and on the sections between Hospet and Kottur and Bellary and Rayadrug, where it is 1 in 60.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*d*) Madras and Southern Mahratta railway (3′ 3⅜″ gauge)—*concld.*

Contracts—

This line forms part of the Madras and Southern Mahratta projected railway within the meaning of the original contract of the 1st June 1882, as supplemented by the principal contract of the 26th June 1908, the main provisions of which are stated under 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

Statistics of working—

INCLUDES THE MADRAS AND SOUTHERN MAHRATTA RAILWAY (5′ 6″ GAUGE), 6 (*a*).

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3)	Interest.	Annuity.	Company's share of surplus profits (based on terms of contract) *attributable to each year.*	Percentage of Company's share of net earnings (surplus profits *plus* guaranteed interest on share capital) on Company's capital.	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11	12	13
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	Rs.	
1908	2,542·85	29,65,72,872	2,82,50,979	97,96,440	3·30	85,17,070	59,81,910	5,84,312	4·28	—52,86,852	214	65·32
1909	2,545·74	30,21,58,743	2,97,72,171	1,19,36,693	3·95	91,55,944	73,25,715	5,58,508	4·24	—51,03,474	225	59·91
1910	2,552·53	30,63,87,664	3,11,30,143	1,30,92,155	4·27	92,69,791	73,25,715	8,19,124	4·59	—43,22,475	235	57·94
1911	2,552·53	31,14,03,239	3,28,29,664	1,41,77,381	4·55	94,61,902	73,25,730	11,05,276	4·97	—37,15,527	247	56·82
1912	2,552·53	31,27,38,275	3,53,32,019	1,61,26,469	5·16	96,17,084	73,25,715	16,44,270	5·69	—24,60,550	268	54·36
1st qr. of 1913	2,552·53	31,57,83,052	96,56,648	49,61,725	1·57	24,13,007	18,31,425	7,05,509	1·82	+11,384	291	48·62
1913-14	2,552·53	32,04,96,530	3,72,78,171	1,64,35,232	5·13	1,08,91,877	73,25,715	17,59,306	5·85	—35,41,666	281	55·91
1914-15	2,551·33	32,38,92,264	3,73,07,039	1,63,80,824	5·04	1,18,13,624	73,25,715	16,73,507	5·73	—44,82,022	281	56·23
1915-16	2,567·19	32,41,57,972	4,15,37,815	1,96,99,991	6·08	1,10,67,739	73,25,715	*26,90,003	7·09	—13,83,466	313	52·57

* This sum represents the Company's share of surplus net earnings for the year 1915-16 *minus* the guaranteed interest for the year on the Company's stock capital of £5,000,000. The surplus net earnings for the year 1915-16 were divided between Government and the Company in the proportion of £11,250,000 to £5,000,000 which works out to a ratio of 9 : 4.

6 (*e*) Bezwada-Masulipatam railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Bezwada to Masulipatam	4-2-08	49·47	
Masulipatam to Masulipatam Port (Tidal Lock)	1-1-09	2·33	
TOTAL	...	...	51·80

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on teak sleepers.
Ballast.—The line is ballasted 41 miles with stone and the remainder with sand.
Fencing.—The station yards only are fenced.
Curves.—The radius of the sharpest curve is 717 feet between Masulipatam and Tidal Lock.
Gradients.—The ruling gradient is 1 in 200.

Agreement and contract—

Agreement, dated the 4th February 1908, *between the District Board of Kistna and the Madras and Southern Mahratta Railway Company*, as to maintenance and working, having effect from the 4th February 1908, the date of opening of the Branch.

Contract, dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the continuance of the existing agreement subject to the variations and modifications thereof as therein set forth.

Main provisions of agreement and contract—

(i) *Land.*—Provided by the Government free of cost.
(ii) *Government aid.*—
(iii) *Terms of working.*—
(iv) *Distribution of profits.*—
} The line (which is the property of the District Board of Kistna) is maintained and worked as an integral part of the Company's system by the Madras and Southern Mahratta Railway Company, who provides the rolling-stock and other appliances, etc., necessary thereunto.

For these services the Company is to receive half-yearly 45 per cent of the gross earnings of the Branch; the balance, after meeting the cost of new minor works, being handed over to the District Board.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*e*) Bezwada-Masulipatam railway (3′ 3⅜″ gauge)—*concld.*

Main provisions of agreement and contract—*concld.*

By way of rebate the Company is to pay to the District Board, in respect of and at the end of each year, such a sum not exceeding in any year 10 per cent of the share attributable to the Company's system of the gross earnings from traffic (except stores) interchanged between the Company's system and the Branch railway as shall, together with the net earnings of the Branch for such year, make up an amount equal to interest for the year at the rate of 3½ per cent on the actual expenditure charged in its capital account.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin.—
} The same as from time to time obtain on the Madras and Southern Mahratta railway.

(vii) *Power of the Government to determine agreement.*—The Government may purchase the Branch line at the expiry of 30 years, or at subsequent periods of 10 years, on twelve months' notice given, at a price 25 times the yearly average net earnings (excluding rebate payments) of three years preceding the purchase, subject to a maximum price of 120 and a minimum of 100 per cent of cost price on a rupee basis.

(viii) *Power of the Government to determine contract.*—As in the case of 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

(ix) *Power of the Kistna District Board to determine agreement.*—
(x) *Power of the Kistna District Board to determine contract.*—
} Nil.

(xi) *Power of the Company to determine agreement.*—
(xii) *Power of the Company to surrender contract.*—
} Nil.

(xiii) *Term of agreement* [*if not determined under* (vii)].—Not specified.

(xiv) *Term of contract* [*if not determined under* (viii)].—As noted under 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

Statistics of working—

Year	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908	49·47	20,02,813	2,72,333	1,49,783	7·48	117	45·00
1909	51·80	21,24,465	3,29,527	1,80,804	8·51	122	45·13
1910	51·80	21,56,748	3,07,417	1,66,821	7·73	114	45·73
1911	51·80	21,82,641	2,89,551	1,57,954	7·24	107	45·45
1912	51·80	21,98,743	3,31,267	1,81,732	8·27	123	45·14
1st qr. of 1913 . . .	51·80	21,99,508	94,771	52,124	2·37	141	45·00
1913-14	51·80	22,04,271	3,53,514	1,94,187	8·81	131	45·07
1914-15	51·80	22,03,935	4,06,330	2,23,174	10·13	151	45·08
1915-16	51·80	22,08,193	4,18,796	2,29,699	10·40	155	45·15

6 (*f*) Birur-Shimoga railway (3′ 3⅜″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Birur to Shimoga	1-12-99	37·92	37·92

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on Mysore teak sleepers. The Bhadra bridge is laid with 50-lb. flat-footed steel rails.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is unfenced except for a very short length.

Curves.—The sharpest curve is of 1,500 feet radius.

Gradients.—The ruling gradient is 1 in 89.

Agreement and contract—

Agreement, dated the 2nd December 1899, *between the Government of His Highness the Maharaja of Mysore and the former Southern Mahratta Railway Company*, as to maintenance and working the Shimoga railway, with effect from 1st December 1899, supplementary to the provisions of the (Mysore) contract of the 31st August 1887, *between the Secretary of State and the former Southern Mahratta Railway Company.*

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM**—*contd.*

6 (*f*) Birur-Shimoga railway (3′ 3⅜″ gauge)—*concld.*

Agreement and contract—*concld.*

Contract, dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the continuance of the existing agreement subject to the variations and modifications thereof as therein set forth.

Main provisions of agreement and contract—

(i) *Land.*—Provided by the Mysore Durbar at the cost of capital.

(ii) *Government aid.*—The line (which is the property of the Mysore Durbar) is maintained, stocked and worked by the Madras and Southern Mahratta Railway Company in all respects (except only as to capital expenditure which is provided by the Durbar) as part of its own undertaking.

(iii) *Terms of working.*— } Maintenance and working expenses are calculated at the same propor-
(iv) *Distribution of profits.*— } tion of the gross earnings of the Shimoga railway as (excluding the cost of new minor works attributable to the Mysore State lines and debitable direct to each of those railways to which the works pertain) obtains on the Company's system as a whole, *plus* 5 per cent of the gross earnings of the Shimoga railway for the use of the Company's rolling-stock with effect from 1st July 1908, *plus* the cost of new minor works, in each half-year. And in addition thereto the Company is, as from the 1st July 1908, entitled to $\frac{1}{20}$th of the surplus of the net earnings of the Shimoga railway, after payment thereout of the interest payable on any capital expenditure incurred in respect of that line after the 31st December 1907. The residue is to be paid by the Company to the Durbar.

(v) *Rates and fares.*— } The same rates as from time to time obtain on the
(vi) *Special obligations as to the conveyance of*— } Madras and Southern Mahratta railway. Except
(*a*) Mails, troops, police, high Government officials and Government stores.— } when specially sanctioned by the Government, no
(*b*) Government bullion and coin.— } terminal charge is to exceed 3 pies per maund leviable only at stations of origin and destination.

(vii) *Power of the Government to determine agreement.*—If not determined by the Durbar or the Company sooner, *vide* (ix) and (xi), then the agreement terminates simultaneously with the principal contract between the Secretary of State and the Company, dated the 26th June 1908.

(viii) *Power of the Government to determine contract.*—As in the case of 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

(ix) *Power of the Durbar to determine agreement.*—The Durbar may determine the agreement on the 1st January or 1st July in any year after the year 1904 on 12 months' notice given.

(x) *Power of the Durbar to determine contract.*—Nil.

(xi) *Power of the Company to determine agreement.*—As noted under (ix).

(xii) *Power of the Company to determine contract.*—As in the case of 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

(xiii) *Term of agreement.*—As noted under (vii).

(xiv) *Term of contract.*—As noted under 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

Statistics of working (Those for the periods prior to 1906 will be found in Appendix 38 to the Report for 1907).—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1906	37·92	23,94,973	1,11,176	44,988	1·88	56	59·53
1907	37·92	23,94,973	1,36,926	57,150	2·39	69	58·26
1908							
1909							
1910							
1911	Included with the Mysore section (Madras and Southern Mahratta), 6 (*k*).						
1912							
1st qr. of 1913							
1913-14							
1914-15							
1915-16							

APPENDIX I—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 6}{\text{Sub-heads } (a) \text{ to } (m)}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*g*) Dhone-Kurnool railway (3′ 3⅜″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Dronachellam to Kurnool	1-1-09	32·00	32·00

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. second-hand flat-footed steel rails and old pattern second-hand steel sleepers.

Ballast.—The ballast consists of sand throughout.

Fencing.—The station yards only have been fenced.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Agreement—

Dated the 15th September 1911, *between the Secretary of State and the Madras and Southern Mahratta Railway Company,* as to maintenance and working with effect from 1st January 1909.

Main provisions of agreement—

(i) *Land.*—Provided by the Government at the cost of capital.

(ii) *Government aid.*— } The line was constructed by the agency of the Madras and Southern Mahratta
(iii) *Terms of working.*— } Railway Company from funds supplied by the Government, whose property it absolutely is and who will provide any land and all moneys that may, at any time, be required for the purposes of capital expenditure on the Dhone-Kurnool railway. Subject to the general control of Government in every respect, the line is maintained, stocked and worked by the Company, for and on behalf of the State, on the following terms and conditions.

The gross receipts of the Dhone-Kurnool railway are charged with—

(*a*) the actual cost of maintenance of way and works (including revenue new minor works mentioned in clause 18), other than general supervision usually chargeable to Abstract A of the Standard form of Revenue Account prescribed for use on the Company's railway ;

(*b*) a share of the other half-yearly working expenses of the Company's railway system (excluding the cost of Government supervision and control for which no such charge will be levied against the Company in respect of the working of the Branch, but including the cost of general supervision usually chargeable to Abstract A), calculated at the same proportion of the gross receipts of the Branch as obtains on the Company's system, including the Branch, as a whole ;

(*c*) 5 per cent of the gross receipts of the Branch for the use of the Company's rolling-stock ;

(*d*) Rent and maintenance of works, buildings and premises within the limits of Dronachellam Junction station as indicated in clause 12.

(iv) *Distribution of profits.*—After deducting from the gross receipts of the Branch railway the working expenses above mentioned, the balance belongs to the Government.

(v) *Rates and fares.*— }
(vi) *Special obligations as to the conveyance of*— } Subject to the same maxima and minima, rules,
(*a*) Mails, troops, police, high Government officials and Government stores.— } conditions and arrangements as from time to time
(*b*) Government bullion and coin.— } obtain on the Madras and Southern Mahratta Railway Company's railways.

(vii) *Power of the Government to determine agreement.*— } Determinable by either party on the 30th June
(viii) *Power of the Company to determine agreement.*— } or 31st December of any year on six months' notice given.

(ix) *Term of agreement.*—Not specified.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*g*) Dhone-Kurnool railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1909 . .	32·00	9,25,342	1,29,768	47,128	5·09	28,239	+18,889	78	63·68
1910 . .	32·00	9,50,923	99,240	33,653	3·54	31,918	+1,734	60	66·09
1911 . .	32·00	9,74,171	1,10,927	29,077	2·98	32,650	−3,573	67	73·79
1912 . .	32·00	10,05,422	1,18,005	39,279	3·91	34,147	+5,131	71	66·71
1st qr. of 1913.	32·00	10,06,675	34,179	13,696	1·36	8,554	+5,142	82	59·93
1913-14 .	32·00	10,08,750	1,23,739	44,872	4·45	34,914	+9,958	74	63·74
1914-15 .	32·00	10,07,689	1,12,693	40,775	4·05	35,280	+5,495	68	63·82
1915-16 .	32·00	10,08,669	1,31,028	53,435	5·30	35,009	+18,426	79	59·22

6 (*h*) Hindupur (Yesvantpur-Mysore Frontier) railway (3′ 2⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Yesvantpur to Dodballapur	15-12-92	19·93	
Dodballapur to Mysore Frontier	17-9-93	31·42	
TOTAL .	...	...	51·35

Details of construction—

Permanent-way.—The rails on the ghât section are 50-lb. flat-footed steel, State railway type, and 41¼-lb. flat-footed steel on the remainder of the line. The sleepers are Mysore teak throughout.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve has a radius of 660 feet.

Gradients.—The ruling gradient is 1 in 100 with a 1 in 89 gradient on the ghât section.

Agreement and contract—

Agreement, dated the 2nd December 1899, *between the Government of His Highness the Maharaja of Mysore and the former Southern Mahratta Railway Company,* having effect from 17th September 1893, supplementary to the provisions of the (Mysore) contract of the 31st August 1887, *between the Secretary of State and the former Southern Mahratta Railway Company,* noted under 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

Contract, dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company,* as to the continuance of the existing agreement subject to the variations and modifications thereof as therein set forth.

Main provisions of agreement and contract—

As noted under 6 (*f*), Birur-Shimoga railway (3′ 3⅜″ gauge).

Statistics of working (Those for the periods prior to 1906 will be found in Appendix 38 to the Report for 1907).—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1906 . . .							
1907 . . .	51·35	25,00,014	4,03,396	1,63,783	6·55	151	59·40
1908 . . .	51·35	25,00,014	3,53,710	1,55,486	6·22	132	56·04
1909 . . .							
1910 . . .							
1911 . . .							
1912 . . .							
1st qr. of 1913 .	Included	with the Mysore section (Madras and Southern Mahratta), 6 (*k*).					
1913-14 . . .							
1914-15 . . .							
1915-16 . . .							

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*i*) Kolhapur State railway (3′ 3⅜″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Kolhapur to Miraj	21-4-91	29·27	29·27

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on steel trough sleepers.
Ballast.—The line is ballasted throughout with gravel and sand.
Fencing.—The line is unfenced except for a very short length.
Curves.—There are no curves with a radius of less than 1,000 feet.
Gradient.—The ruling gradient is 1 in 100.

Agreement and contract—

Agreement, dated the 17th July 1891, *between the Kolhapur Durbar and the old Southern Mahratta Railway Company*, as to maintenance and working, having effect from 21st April 1891.
Contract, dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the continuance of the existing agreement, subject to the variations and modifications thereof as therein set forth.

Main provisions of agreement and contract—

(i) *Land.*—Provided by the Kolhapur Durbar at the cost of capital.
(ii) *Government aid.*—The line is the property of, and was constructed by, the Kolhapur Durbar, who supply funds for any necessary additions thereto. It is maintained, stocked and worked by the Madras and Southern Mahratta Railway Company.
(iii) *Terms of working.*— } From the total expenses of maintaining and working the Company's
(iv) *Distribution of profits.*— } system, including the Kolhapur State railway, as a whole, are deducted charges for new minor works and Government supervision debitable direct to each of the railways concerned, and the balance is divided between the two railways in the ratio of the gross earnings of each.

From the gross earnings of the Kolhapur State railway are then deducted the charges for new minor works and the proportion of working expenses attributable to that line as noted above, and the remainder, representing its net earnings, is paid half-yearly to the Durbar.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin.— } The same as, for the time being, are in force on the Madras and Southern Mahratta railway.
(vii) *Power of the Government to determine agreement.*—Not specified.
(viii) *Power of the Durbar to determine agreement.*— } The agreement is terminable upon 6 months'
(ix) *Power of the Company to determine agreement.*— } notice from either party to the agreement.
(x) *Power of the Government to determine contract.*— } As in the case of 6 (*a*), Madras and Southern
(xi) *Power of the Company to determine contract.*— } Mahratta railway (5′ 6″ gauge).
(xii) *Power of the Durbar to determine contract.*—Nil.
(xiii) *Term of agreement.*—As against (viii) and (ix).
(xiv) *Term of contract.*—As noted under 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

Statistics of working (Those for the periods prior to 1906 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1906 . . .	29·27	23,26,251	1,76,234	71,811	3·09	116	59·25
1907 . . .	29·27	23,26,251	1,81,886	77,249	3·32	119	57·53
1908 . . .	29·27	23,26,251	2,22,260	88,154	3·79	146	60·34
1909 . . .	29·27	23,26,251	2,26,772	91,612	3·94	149	59·60
1910 . . .	29·27	23,26,251	2,53,956	1,10,093	4·73	167	56·65
1911 . . .	29·27	23,26,251	2,79,662	1,23,893	5·30	184	55·68
1912 . . .	29·27	23,26,251	3,17,453	1,47,272	6·33	209	53·61
1st qr. of 1913 .	29·27	23,26,251	1,04,978	54,628	2·35	276	47·96
1913-14 . . .	29·27	23,26,251	3,41,286	1,53,844	6·61	224	54·92
914-15 . . .	29·27	23,26,251	3,10,588	1,38,449	5·95	204	55·42
1915-16 . . .	29·27	23,26,251	3,24,162	1,56,223	6·72	213	51·81

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 6}{\text{Sub-heads } (a) \text{ to } (m)}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*j*) Mysore-Nanjangud railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Mysore to Nanjangud	1-12-91	15·04	
Nanjangud to Nanjangud town	12-7-99	0·76	
TOTAL	...	...	15·8

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails, mostly on Mysore teak with a mixture of jamba sleepers.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is partially fenced.

Curves.—The sharpest curve has a radius of 700 feet.

Gradients.—The ruling gradient is 1 in 89.

Agreement and contract—

Agreement, dated the 14th December 1899, *between the Government of His Highness the Maharaja of Mysore and the former Southern Mahratta Railway Company*, as to the maintenance and working of the Nanjangud railway, having effect from the 1st December 1891, supplementary to the provisions of the (Mysore) contract of the 31st August 1887, *between the Secretary of State and the former Southern Mahratta Railway Company.*

Contract, dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the continuance of the existing agreement subject to the variations and modifications thereof as therein set forth.

Main provisions of agreement and contract—

As noted under 6 (*f*), Birur-Shimoga railway (3′ 3⅜″ gauge), with the following exception, *viz.*,—

Power of the Durbar to determine agreement.—On the 1st January or 1st July in any year on 6 months' notice being given.

Statistics of working (Those for the periods prior to 1906 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1906	15·80	6,56,462	49,946	20,559	3·13	61	58·84
1907	15·80	6,56,462	38,827	16,040	2·44	47	58·69
1908	Included with the Mysore section (Madras and Southern Mahratta), 6 (*k*).						
1909							
1910							
1911							
1912							
1st qr. of 1913							
1913-14							
1914-15							
1915-16							

6(*k*) Mysore section (Madras and Southern Mahratta) (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Mysore to Mandya	25-2-82	27·97	
Mandya to Channapatna	20-3-81	23·31	
Channapatna to Bangalore	1-2-81	34·75	
Bangalore to Tumkur	11-8-84	43·00	
Tumkur to Gubbi	26-12-84	11·00	
Gubbi to Birur	12-8-89	76·57	
Birur to Harihar	21-2-89	79·68	
TOTAL	...	...	296·28

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$ MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.*

6 (k) Mysore section (Madras and Southern Mahratta) (3′ 3⅜″ gauge)—*contd.*

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. and 60-lb. flat-footed steel rails, with the exception of about 2·75 miles which are laid with iron rails. The rails are laid on Mysore teak sleepers with a small proportion of jamba and steel trough sleepers.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is only partially fenced.

Curves.—The sharpest curve has a radius of 660 feet.

Gradients.—The ruling gradient is 1 in 100 between Harihar and Bangalore, and 1 in 70 between Bangalore and Mysore.

Contracts—

Dated the 31st August 1887, *between the Secretary of State and the former Southern Mahratta Railway Company*, as to the construction, maintenance and working of the Mysore State railway.

Dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the continuance of the existing contract subject to the variations and modifications thereof as therein set forth.

Main provisions of contracts—

(i) *Land.*—Provided by the Government on behalf of the Mysore Durbar at the cost of capital.

(ii) *Government aid.*—The railway, which (as between the Government and the Company, and without prejudice to any arrangements between the former and the Mysore Durbar) is declared to be absolutely the property of the Government, was constructed and equipped with rolling-stock and all other appliances necessary thereunto, and is maintained and worked by the Madras and Southern Mahratta Railway Company, on behalf of the Government. All funds for capital expenditure are provided by the Durbar, under capital expenditure being included the cost of stores.

Government guarantee interest in sterling, payable half-yearly on the 1st April and 1st October, at the rate of 4 per cent per annum on the sum of £1,200,000, the nominal amount of debenture stock issued by the Company.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } From the joint working expenses of the entire system are first deducted certain "direct" charges, *viz.*, on account of new minor works, Government supervision and control, payment for use of rolling-stock and for use of joint stations; these "direct" charges being payable in their entirety by the railways incurring them. The balance of the joint working expenses is then divided as between the whole system and the Mysore section in proportion to gross earnings of each. The share of the Mysore section thus arrived at, added to the "direct" charges incurred on that section, form the working expenses of the Mysore section.

The gross receipts attributable to the Mysore section are applied—

(*a*) in discharge of the working expenses arrived at as above, and

(*b*) in payment of interest at 4 per cent on capital expenditure incurred on the section since 31st December 1907;

(*c*) the surplus being divided between the Government (on behalf of the Durbar) and the Company in the proportion of 19/20 and 1/20, respectively.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of—*
(*a*) Mails, troops, police, high Government officials and Government stores—
(*b*) Government bullion and coin—
(vii) *Power of the Government to determine contract.*—
(viii) *Power of the Company to determine contract.*—
(ix) *Term of contract.*—

} As in the case of 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6(*k*) Mysore section (Madras and Southern Mahratta) (5′ 3⅜″ gauge)—*concld.*

Statistics of working (Those for the periods prior to 1887 will be found in Appendix 38 to the Report for 1907.)—

Includes the Birur-Shimoga, Hindupur (Yesvantpur-Mysore Frontier) and Mysore-Nanjangud railways, from 1908.

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each year.*	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1887	139·75	91,36,438	5,13,259	1,40,723	1·54	6,70,864	35,018	—5,65,159	71	72·58
1888	139·75	1,25,76,692	5,70,657	1,34,031	1·07	6,94,210	33,607	—5,93,786	79	76·51
1889	290·00	1,44,24,093	8,96,273	2,19,813	1·52	7,07,500	54,991	—5,42,678	72	75·47
1890	296·00	1,47,11,610	11,86,318	2,59,084	1·76	6,48,733	64,772	—4,54,421	77	78·16
1891	296·00	1,50,76,285	13,24,525	4,39,280	2·91	6,54,850	1,09,760	—3,25,330	86	66·83
1892	296·00	1,46,36,205	13,99,463	4,43,427	3·03	7,29,624	1,10,863	—3,97,060	91	68·31
1893	296·00	1,46,42,217	16,83,203	6,74,562	4·61	7,70,439	1,68,171	—2,64,048	109	59·92
1894	296·00	1,47,60,293	14,45,412	4,77,149	3·23	8,38,525	1,19,039	—4,80,415	94	66·99
1895	296·00	1,49,22,452	15,78,281	6,29,385	4·22	8,70,947	1,56,931	—3,98,493	103	60·12
1896	296·00	1,51,08,257	15,84,981	6,76,976	4·48	8,21,588	1,69,189	—3,13,801	103	57·29
1897	296·00	1,51,99,757	18,80,019	7,98,285	5·25	7,75,708	2,00,031	—1,77,454	122	57·54
1898	296·00	1,55,07,319	13,92,851	4,13,421	2·67	7,38,461	1,02,680	—4,27,720	90	70·32
1899	296·00	1,56,75,416	10,60,469	3,29,033	2·10	7,21,117	82,076	—4,74,160	69	68·97
1900	296·00	1,58,70,510	13,76,391	4,71,201	2·97	7,18,200	1,18,888	—3,65,887	89	65·77
1901	296·36	1,60,14,879	14,33,240	4,07,791	2·55	7,22,244	1,01,860	—4,16,313	93	71·55
1902	296·22	1,60,76,009	15,97,046	5,58,082	3·47	7,21,062	1,39,528	—3,02,518	104	65·06
1903	296·22	1,62,34,903	15,35,270	5,82,298	3·59	7,20,000	1,46,012	—2,83,714	100	62·07
1904	296·22	1,62,59,794	15,85,324	5,63,667	3·47	7,20,000	1,40,940	—2,97,273	103	64·44
1905	296·22	1,64,78,981	17,90,901	6,98,051	4·24	7,20,000	1,73,883	—1,95,832	116	61·02
1906	296·22	1,65,59,502	18,48,348	7,19,072	4·34	7,20,000	1,79,500	—1,80,428	120	61·10
1907	296·22	1,70,31,855	21,57,636	8,44,427	4·96	7,20,000	2,11,472	—87,045	140	60·86
1908	401·29	2,29,75,788	30,71,949	11,66,353	5·08	8,64,949	1,51,026	+1,50,378	147	62·03
1909	401·29	2,32,36,445	26,71,013	10,67,326	4·59	10,43,593	55,389	—31,656	128	60·04
1910	401·29	2,35,17,190	28,00,896	11,28,684	4·80	10,48,897	57,763	+22,024	134	59·70
1911	401·29	2,36,85,396	28,55,654	12,07,863	5·10	10,60,843	61,457	+85,563	137	57·70
1912	401·29	2,37,80,303	33,53,931	14,93,756	6·28	10,63,291	75,262	+3,55,203	161	55·46
1st qr. of 1913.	401·29	2,40,63,067	9,40,540	4,75,274	1·98	2,67,455	24,132	+1,83,687	180	49·47
1913-14	401·35	2,43,70,036	36,51,923	15,89,726	6·52	10,75,557	79,836	+4,34,333	175	56·47
1914-15	401·35	2,42,44,450	34,77,899	14,82,838	6·12	10,83,776	73,981	+3,25,081	167	57·36
1915-16	401·35	2,43,43,685	35,94,259	16,67,478	6·85	10,86,828	83,396	+4,97,254	172	53·61

6 (*l*) Sangli State railway (3′ 3⅜″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Miraj Junction to Sangli	1-4-07	4·90	4·90

Details of construction—

Permanent-way.—The permanent-way consists of second-hand 41¼-lb. flat-footed steel rails on teak sleepers.

Ballast.—Ballast is chiefly moorum.

Fencing.—The line is not fully fenced, but only where necessary.

Curves.—The sharpest curve has a radius of 1,011 feet.

Gradients.—The ruling gradient is 1 in 80.

Agreements and contract—

Agreement, dated the 17th July 1907, *between the Sangli Durbar and the former Southern Mahratta Railway Company*, as to the construction of the Sangli State railway.

Agreement, dated the 17th July 1907, *between the Sangli Durbar and the former Southern Mahratta Railway Company*, as to the maintenance and working of the Sangli State railway.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM**—*contd.*

6 (*l*) Sangli State railway (3′ 3⅜″ gauge)—*concld.*

Agreements and contract—*concld.*

Contract, dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the continuance of the existing agreements subject to the variations and modifications thereof as therein set forth.

Main provisions of agreements and contract—

(i) *Land.*—Provided by the Sangli Durbar free of cost.

(ii) *Government aid.*—The Sangli State railway was constructed by the former Southern Mahratta Railway Company from funds supplied by the Durbar, whose property it is and who will provide all further funds that may be necessary for new works chargeable to Capital. The Branch is maintained, stocked and worked by the Company.

(iii) *Terms of working.*— } From the total expenses of maintaining and working the Company's
(iv) *Distribution of profits.*— } system, including the Sangli State railway, as a whole, are deducted charges for new minor works and Government supervision debitable direct to each of the railways concerned, and the balance is divided between the two railways in the ratio of the gross earnings of each.

From the gross earnings of the Sangli State railway are then deducted the charges for new minor works and the proportion of working expenses attributable to the Branch as noted above, and the remainder, representing its net earnings, is paid half-yearly to the Durbar.

(v) *Rates and fares.*— } The same as, for the time being, are in force on the Madras and Southern Mahratta railway.
(vi) *Special obligations as to the conveyance of*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin.—

(vii) *Power of the Government to determine agreement.*—Not specified.

(viii) *Power of the Durbar to determine agreement.*— } The agreement is terminable at the end of any year upon 6 months' notice from either party to the agreement.
(ix) *Power of the Company to determine agreement.*— }

(x) *Term of agreement.*—As against (viii) and (ix).

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907 . . .	4·90	1,27,770	19,585	8,011	6·27	102	59·10
1908 . . .	4·90	1,66,332	33,321	13,402	8·05	131	59·78
1909 . . .	4·90	1,69,908	40,733	15,712	9·25	160	61·43
1910 . . .	4·90	1,75,091	43,136	18,176	10 38	169	57·86
1911 . . .	4·90	1,77,254	43,863	19,276	10·87	172	56·05
1912 . . .	4·90	1,77,787	39,197	18,124	10·19	154	53·76
1st qr. of 1913 .	4·90	1,77,787	10,915	5,680	3·19	171	47·96
1913-14 . .	4·90	1,77,787	39,860	17,956	10·10	156	54·95
1914-15 . .	4·90	1,77,787	38,358	16,930	9·52	151	55·86
1915-16 . .	4·90	1,77,787	42,265	20,379	11·46	166	55·78

6 (*m*) West of India Portuguese railway (3′ 3⅜″ gauge)—

Chairman.—Ernest E. Sawyer, Esq., M.A.
Secretary.—George K. Wasey, Esq.
Offices.—4, Coleman Street, London, E.C.

The line was constructed with the object of connecting the British and Portuguese territories and of affording the Southern Mahratta country a harbour on the West Coast. The Southern Mahratta railway took over the working of the line as from the 1st July 1902.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Mormugao Harbour to Sonaulim	17-1-87	41·00	
Sonaulim to the Portuguese frontier	3-2-88	10·10	
TOTAL . .	...	...	51·10

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APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*m*) West of India Portuguese railway (3′ $3\frac{3}{8}$″ gauge)—*contd.*

Details of construction—

Permanent-way.—The permanent-way consists of 60-lb. and 62-lb. flat-footed steel rails on creosoted pine, sâl, teak and jamba sleepers.
Ballast.—The line is ballasted throughout with laterite and blue stone.
Fencing.—The line is partially fenced.
Curves.—The sharpest curve is of 720 feet radius.
Gradients.—The ruling gradient is 1 in 100 with a 1 in 40 on the Ghat section.

Contracts and agreement—

Contract, dated the 18th April 1881, *between the Portuguese Government and the West of India Portuguese Railway Company*, as to the construction of a harbour at the Port of Mormugao and a railway from Mormugao to the Portuguese Frontier.

Contract, dated the 19th December 1892, *between the Portuguese Government and the West of India Portuguese Railway Company*, providing for the guarantee of interest on the Company's capital in consequence of the cessation of the annual subsidy of Rs. 4,00,000, which was formerly paid by the British to the Portuguese Government and hypothecated by the latter to the Company.

Agreement, dated the 21st August 1902, *between the former Southern Mahratta Railway Company and the West of India Portuguese Railway Company*, as to the maintenance and working of the railway from Mormugao to the Portuguese Frontier and the harbour at the Port of Mormugao.

Contract, dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the continuance of the existing contracts and agreement, subject to the variations and modifications thereof as therein set forth.

Main provisions of contracts and agreement—

(i) *Land.*—Provided by the Portuguese Government free of cost to the West of India Portuguese Railway Company.

(ii) *Government aid.*—Guarantee by the Portuguese Government of interest in sterling at 5 per cent per annum on £800,000, and at 6 per cent per annum on any additional capital. The interest is secured (*a*) on any annual subsidy payable by the British or the British Indian Government to the Portuguese Government, and (*b*) on the Abkari (excise) duties levied in Goa. Any deficiency is, however, to be made up by the Portuguese Government from other sources.

The line, which is the property of the West of India Portuguese Railway Company, is maintained and worked by the Madras and Southern Mahratta Railway Company as part of the latter's undertaking, except as to further capital expenditure which is provided by the Portuguese Government.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } *As between the Madras and Southern Mahratta and West of India Portuguese Railway Companies.*—*Railway* revenue expenses are in the first instance paid by the Madras and Southern Mahratta Railway Company. Separate half-yearly accounts are kept of the gross earnings respectively of the Madras and Southern Mahratta railway and the West of India Portuguese railway. The gross working expenses of the combined railways (excluding revenue expenditure on new minor works which is borne entirely by the railway—whether the Madras and Southern Mahratta or the West of India Portuguese—incurring it and is in either or both cases excluded from the joint working expenses, and interest payable by the Madras and Southern Mahratta Railway Company on the capital cost of telegraph lines equipped and owned by the Government of India) are borne by the two Companies in the proportion of their respective gross earnings for each half-year.

As to *Harbour* receipts and expenses, a separate account is kept of all sources of revenue at the Port of Mormugao. The amount chargeable by the Madras and Southern Mahratta Railway Company for maintenance and working is actuals, *plus* 10 per cent thereon for superior supervision, subject to the proviso that if in the aggregate they (without the sanction of the West of India Portuguese railway) exceed the mean of the figures which represent the relation of such expenditure to receipts during the years 1895, 1896 and 1899, any such excess is to be annulled, or reduced as much as possible by a corresponding diminution in the charge for supervision.

The profits arising from the West of India Portuguese railway, being the excess of earnings over working expenses so calculated, are to be paid half-yearly by the Madras and Southern Mahratta Railway Company to the West of India Portuguese railway.

NOTE.—At the desire of the Board of the West of India Portuguese Railway the Secretary of State has agreed to 80 per cent of the net earnings of each month being paid to the Joint Representative in India as soon as the accounts of each month are completed. (India Office letter No. P.W.-2962, dated the 27th December 1912).

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

6 (*m*) West of India Portuguese railway (3′ 3⅜″gauge)—*contd.*

Main provisions of contracts and agreement—*concld.*

(v) *Distribution of profits as between the Portuguese Government and the West of India Portuguese Railway Company.*—The surplus profits in any year, after payment of the guaranteed interest for that year, are to be divided equally between the Portuguese Government and the West of India Portuguese Railway Company.

(vi) *Rates and fares.*—The maximum rates and fares to be fixed with the consent of the Portuguese Government, and not to exceed the maxima on the Great Indian Peninsula railway; they are also subject to the maxima and minima prescribed in the contracts between the Secretary of State for India and the Madras and Southern Mahratta Railway Company.

(vii) *Special obligations as to the conveyance of*—

(*a*) Mails, both British and Portuguese.—To be conveyed on the West of India Portuguese railway upon the terms of the Treaty of 1878.

(*b*) Portuguese Government troops, officials, and Government stores.—To be conveyed on the West of India Portuguese railway on the same conditions as on Indian State railways.

(viii) *Power of the Portuguese Government to determine contract.*—The Portuguese Government may purchase the railway and all other works—

(*a*) at any time by giving six months' notice;

(*b*) at any time after the expiration of the first 30 years from the date of opening of the railway or any section thereof, by giving two years' notice.

In the first case the Portuguese Government must pay to the Company in London a sum in sterling not less than the amount actually expended by the Company on the railway and other works, with 10 per cent added, and the value of the rolling-stock, machinery, station appliances and stores.

In the second case the price to be paid by the Portuguese Government is a sum in sterling equal to the amount of the value of all the shares, debentures and stock of the Company, calculated according to the mean market value in London during the three years immediately preceding the expiration of the two years' notice (such sum not to be less than the amount actually expended by the Company on the railway and other works), *plus* the value of the rolling-stock, machinery, station appliances and stores.

At the expiration of the term of the contract [99 years, see (xii),] the line becomes the property of the Portuguese Government, but the rolling-stock, machinery, station appliances and stores, and any other movable property or plant, have to be paid for at their fair value.

(ix) *Power of the West of India Portuguese Railway Company to surrender contract.*—The West of India Portuguese Railway Company may make over the railway and works to the Portuguese Government—

(*a*) in the event of failure on the part of the Portuguese Government to pay the guaranteed interest in full, by giving six months' notice;

(*b*) at any time after the expiration of the first 30 years from the date of opening of any section of the line without renewal of the Treaty of 1878, by giving two years' notice.

In the first case the West of India Portuguese Railway Company would be entitled to receive from the Portuguese Government, in sterling, the amount actually expended on the railway and works, with 10 per cent added, and the value of the rolling-stock, machinery, station appliances and stores: in the second case, the same amount, less the additional 10 per cent on the expenditure on the railway and works.

(x) *Power of the Madras and Southern Mahratta Railway Company to determine agreement.*—
(xi) *Power of the West of India Portuguese Railway Company to determine agreement.*— } Determinable by either party at the end of two years from the 1st July 1902 (the date on which it came into force) on 6 months' notice given, reckoned either from the 30th June or the 31st December next after the delivery of such notice.

Upon the determination of the agreement the Madras and Southern Mahratta Railway Company to surrender to the West of India Portuguese Railway Company the railway and harbour and their equipment, etc, and to pay to the latter all money held on account of the railway.

(xii) *Term of contract* [*if not determined under* (ix), (x) *or* (xi)].—99 years from the date of opening of the line.

(xiii) *Term of agreement* [*if not determined under* (x), *or* (xi)].—The term of agreement is 5 years, unless extended* with the consent of both parties, when the West of India Portuguese Railway Company have the right to resume the working of their line and harbour.

* Since extended to 30th June 1912, and then further extended to 30th June 1917, *vide* Despatch from the Secretary of State No. 42 Railway, dated the 17th May 1912.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (}a\text{) to (}m\text{)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*concld.***

6 (*m*) West of India Portuguese railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working (Those for the periods prior to 1906 will be found in Appendix 38 to the Report for 1907.)—

Includes the Harbour works.

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1906 . .	51·10	1,63,13,911	6,23,616	2,08,948	1·28	234	66·49
1907 . .	51·10	1,63,13,911	11,01,877	4,58,591	2·81	415	58·38
1908 . .	51·10	1,70,71,439	10,64,804	3,92,394	2·30	401	63·15
1909 . .	51·10	1,75,93,058	9,60,235	3,75,092	2·13	361	60·93
1910 . .	51·10	1,76,70,672	12,64,030	5,42,226	3·07	476	57·10
1911 . .	51·10	1,77,41,327	12,20,715	5,33,068	3·00	459	56·85
1912 . .	51·10	1,83,24,990	9,91,479	4,12,657	2·25	374	58·38
1st qr. of 1913.	51·10	1,84,16,306	2,93,648	1,20,147	0·65	442	59·08
1913-14 . .	51·10	1,87,62,134	11,76,901	5,24,123	2·84	443	55·47
1914-15 . .	51·10	*1,90,86,222	8,51,382	3,47,839	1·82	321	59·14
1915-16 . .	51·10	*1,93,40,101	7,94,409	3,28,905	1·69	299	58·59

* Original capital up to 31st December 1901, £1,349,058-2-5 @ 1*s.* 8*d.* per rupee = Rs. 1,61,88,697
Expenditure by Portuguese Government on Improvements of line and harbour up to 31st March 1916. Rs. 31,51,404
Total Rs. 1,93,40,101

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 7}{\text{Sub-heads } (a) \text{ to } (e)}$. NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—

Chairman—Charles Albert Winter, Esq.
Secretary—M. T. Walker, Esq.
Offices—Winchester House, 50, Old Broad Street, London, E.C.
Date of registration of the Company—24th December 1883.

Lines comprised in the system.—The Nizam's Guaranteed State railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Nizam's Guaranteed State railway (5′ 6″ gauge)	330·13	...	330·13
(*b*) Bezwada Extension railway (5′ 6″ gauge)	20·58	...	20·58
(*c*) Hingoli Branch railway (3′ 3⅜″ gauge)	50·31	...	50·31
(*d*) Hyderabad-Godavari Valley railway (3′ 3⅜″ gauge)	391·13	...	391·13
(*e*) Secunderabad-Gadwal railway (3′ 3⅜″ gauge)	46·00	70·29	116·29
Total	838·15	70·29	908·44

Running powers—

Home line over foreign line :—

From 642 feet within the Bezwada distant signal to Bezwada station, Madras and Southern Mahratta railway, North East line, for passenger and goods trains	0·89

7 (*a*) Nizam's Guaranteed State railway (5′ 6″ gauge)—

Up to the end of 1878 the line was worked by the Great Indian Peninsula Railway Company with its own rolling-stock. From January 1879 to the 31st December 1884 it was worked by State Railway agency, and from January 1885 by His Highness the Nizam's Guaranteed State Railways Company.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Main line—					
Wadi junction to Secunderabad	9-10-74	115·45*			* Of this 5·86 miles, Secunderabad to Hyderabad, are of mixed (5′ 6″ and 3′ 3⅜″) gauge.
Secunderabad to Warangal	8-4-86	86·66			
Warangal to Dornakal	1-1-88	52·66			
Dornakal to Bona Kalu	5-8-88	31·99			
Bona Kalu to the British frontier	10-2-89	23·54			
			310·30		
Branches—					
Hyderabad branch—					
Husain Sagar to Hyderabad	9-10-74	3·57			
			3·57		
Mineral branch—					
Dornakal to Singareni Coal-fields	1-1-88	16·26			
			16·26		
TOTAL	...	...	...	330·13	

Details of construction—

Permanent-way.—The first 47 miles from Wadi are laid with 75-lb. bull-headed steel rails, 42 miles being on cast iron pot sleepers and the remaining 5 miles on cast iron chairs and jarrah sleepers. The next 9 miles are laid with 85-lb. flat-footed steel rails on steel sleepers and the following 56 miles with 85-lb. flat-footed rails on jarrah sleepers. The section between Begampet and mile 240-8 is laid with 85-lb. flat-footed steel rails on steel sleepers, with the exception of the mixed (5′ 6″ and 3′ 3⅜″) gauge line, from Secunderabad to Hyderabad, which has wooden sleepers under the same section of rail. Miles 240-8 to 306 are laid with 66¼ lbs. rails and steel peapod sleepers, and miles 306 to the British frontier, with jarrah sleepers under the same section of rail.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is fenced from Wadi to Secunderabad, but from Secunderabad to the frontier only the station yards are fenced.

Curves.—The sharpest curve is of 1,300 feet radius.

Gradients.—The ruling gradient is 1 in 100 on the Hyderabad-British Frontier section and 1 in 150 on the Wadi-Husain Sagar section.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 7}}{\text{Sub-heads (a) to (e).}}$ **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM**—*contd.*

7 (*a*) Nizam's Guaranteed State railway (5′ 6″ gauge)—*contd.*

Contract and agreement—

Contract, dated the 27th December 1883, *between the Government of His Highness the Nizam of Hyderabad and the Nizam's Guaranteed State Railways Company, Limited*, as to the acquisition, management, maintenance and working of the line from Wadi to Hyderabad and Secunderabad, the construction, etc., of certain 5′ 6″ gauge extensions and the preferential right to construct all new railways in His Highness the Nizam's territories.

Agreement, dated the 16th March 1897, (supplemented to the contract of 1883), *between the Government of His Highness the Nizam of Hyderabad and the Nizam's Guaranteed State Railways Company, Limited*, as to the construction, management, maintenance and working, by the Company, of the Hyderabad-Godavari Valley railway.

Letter No. 257, dated the 7th March 1903, from the Nizam's Government to the Railway Company as to rates and fares.

Main provisions of contract and agreement—

(i) *Land.*—Provided by H. H. the Nizam's Government free of cost to the Company.

(ii) *Government aid.*—Guarantee of interest in sterling, at 5 per cent per annum on the Company's share (£2,000,000) and debenture (£1,500,000) capital for 20 years, from the date on which such capital is paid up. The guarantee in the case of the share capital ceased on the 25th June 1904, but the guarantee in respect of debenture capital, ceased or ceases, on various dates ranging from 30th June 1904 to 31st January 1928. H. H. the Nizam's Government has accorded sanction to the issues of further debentures, amounting in all to £1,000,000 but on these no guarantee on the part of the Nizam's Government exists up to date the Government has agreed to take £700,000 of these debentures.

(iii) *Distribution of profits.*—During the period of the guarantee the repayment of the guaranteed interest for each half-year, and thereafter interest for each year, at the rate of 5 per cent on the share and debenture capital, is to be the first charge against the net earnings of such half-year or year. Of any residue, either before or after the cessation of the guarantee, one half is to be applied in payment to the Nizam's Government of guaranteed interest not previously recouped and in payment of any other sums owing by the Company to the Nizam's Government, and the other half is to be retained by the Company. When the Nizam's Government has been reimbursed all sums paid under the guarantee, together with simple interest thereon at 5 per cent per annum, the Company is to be entitled to the whole of the net earnings.

(iv) *Rates and fares.*—Not to exceed those from time to time prevailing on the Great Indian Peninsula railway, unless otherwise agreed between the Nizam's Government and the Company. [By letter No. 257, dated the 7th March 1903, from the Secretary to His Highness's Government in the Financial Department to the Agent and Chief Engineer of His Highness the Nizam's Guaranteed State Railways Company, the provisions in this respect of the agreement of 1883 have been modified so as to permit the Company to levy such rates and fares as are not in excess of those which obtained on the Great Indian Peninsula railway at the date of that agreement.]

(v) *Special obligations as to the conveyance of,*—

(*a*) Mails and Post Office servants of both the Nizam's Government and the Government of India.—To be conveyed free of charge.

(*b*) Troops, officials, and Government stores.—Troops and officials of both the Nizam's Government and the Government of India to be conveyed at special rates; stores at the lowest rates ordinarily chargeable.

(*c*) Bullion and coin.—At special rates.

(vi) *Power of the Government to determine agreement.*—In the event of any breach by the Company of any of the provisions of the agreement, the Nizam's Government may give the Company in London six months' notice of its intention to determine the agreement; and unless the breach shall be remedied within the 6 months, the Nizam's Government may determine the agreement and assume possession of the railway, paying the Company in London in sterling so much of the capital as shall be unredeemed.

The Nizam's Government may also terminate the agreement and purchase the railway, rolling-stock, etc., on the 1st January 1934, or 1st January 1954, by giving 12 months' notice in London. On the day on which the railway is thus acquired the Nizam's Government is to pay to the Company, in sterling in London, the amount of the unredeemed capital, *plus* a bonus of 25 per cent.

At the end of the full term of 99 years, if the agreement continues so long, the land in the possession of the Company, with the railway, buildings, works, and fixed machinery, will revert to the Government free from all debts and charges, but the rolling-stock, plant, movable machinery and stores must be purchased by the Government at their fair value.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 7}}{\text{Sub-heads (a) to (e)}}$. **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—*contd.***

7 (*a*) Nizam's Guaranteed State railway (5′ 6″ gauge)—*concld.*

Main provisions of contract and agreement—*concld.*

(vii) *Power of the Company to surrender agreement.*—Nil.

(viii) *Term of agreement* [*if not determined under* (vi) *or* (vii)].—99 years from the date on which the extension from Hyderabad towards Bezwada was opened throughout, *viz.*, 10th February 1889.

Statistics of working (Those for the periods prior to 1885 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1885	117·10	2,47,70,828	11,13,950	4,87,024	1·97	178	56·27
1886	205·37	2,89,19,499	13,81,077	6,94,524	2·40	143	49·71
1887	205·37	3,27,45,397	15,48,891	5,52,905	1·69	148	64·30
1888	305·71	3,54,89,073	17,76,075	7,57,467	2·13	118	57·35
1889	329·20	3,59,09,620	22,57,462	7,69,208	2·14	129	65·93
1890	329·20	3,76,96,721	25,07,268	10,39,590	2·76	145	58·54
1891	329·20	3,94,81,752	27,76,437	12,57,860	3·19	151	54·70
1892	329·20	3,95,48,395	27,80,642	13,24,959	3·35	161	52·35
1893	330·13	4,01,96,909	30,61,605	14,36,451	3·57	177	53·08
1894	330·13	4,02,33,826	32,56,885	16,22,028	4·03	188	50·20
1895	330·13	4,06,43,818	32,15,541	15,77,149	3·88	185	50·95
1896	330·13	4,08,24,737	33,03,522	17,28,196	4·23	191	47·69
1897	330·13	4,09,60,944	36,10,354	19,38,769	4·73	208	46·30
1898	330·13	4,10,54,449	39,07,612	22,74,580	5·54	225	41·79
1899	330·13	4,15,68,731	41,10,201	25,01,046	6·02	237	39·15
1900	330·13	4,17,49,124	49,12,056	28,41,985	6·81	283	42·14
1901	330·13	4,24,30,543	40,77,927	26,48,120	6·24	236	35·06
1902	330·13	4,28,89,527	44,06,494	26,82,533	6·25	254	39·12
1903	330·13	4,30,13,663	43,18,630	25,38,386	5·90	249	41·22
1904	330·13	4,32,66,412	43,32,440	27,90,690	6·45	250	35·59
1905	330·13	4,35,86,048	42,78,161	28,49,703	6·54	247	33·38
1906	330·13	4,36,45,097	44,84,105	27,98,897	6·41	259	37·58
1907	330·13	4,49,84,824	49,85,081	33,02,905	7·35	288	33·74
1908	330·13	4,56,07,808	46,99,296	30,15,029	6·61	255	38·96
1909	330·13	4,66,62,100	46,92,067	26,43,417	5·67	273	43·66
1910	330·13	4,72,19,094	53,14,905	28,46,520	6·03	309	46·44
1911	330·13	4,63,37,518	57,07,861	27,13,285	5·86	332	52·46
1912	330·13	4,84,96,844	57,76,606	31,96,185	6·59	337	44·67
1st qr. of 1913	330·13	4,87,78,182	16,58,727	7,42,254	1·52	386	55·25
1913-14	330·13	5,09,58,827	66,79,080	33,03,904	6·48	389	50·54
1914-15	330·13	5,17,23,846	58,68,725	30,17,075	5·83	342	48·59
1915-16	330·13	5,30,63,892	64,71,470	30,00,409	5·65	377	53·64

7 (*b*) Bezwada Extension railway (5′ 6″ gauge)—

This line, which extends from the frontier of His Highness the Nizam's dominions to 642 feet the Bezwada side of Bezwada distant signal, was constructed for the Government of India, by His Highness the Nizam's Guaranteed State Railways Company and is being worked as a part of its own system.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Hyderabad frontier to Bezwada	10-2-89	20·58	20·58

Details of construction—

Permanent-way.—The line is laid with 66¼-lb. flat-footed steel rails on jarrah sleepers.
Ballast.—The line is ballasted throughout with stone and sand.
Fencing.—The line is fenced at stations only.
Curves.—There are no curves with a radius of less than 1,900 feet.
Gradients.—The ruling gradient is 1 in 100.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 7}}{\text{Sub-heads (a) to (e)}}$. **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—*contd.***

7 (*b*) Bezwada Extension railway (5′ 6″ gauge)—*concld.*

Agreements—

Dated the 6th April 1909, *between the Railway Board, acting on behalf of the Secretary of State and His Highness the Nizam's Guaranteed State Railways Company, Limited*, as to the maintenance, management and working, by the Company, of the Bezwada Extension railway.

Dated the 14th October 1915, (supplemental to the agreement of 1909), *between the Secretary of State and H. H. the Nizam's Guaranteed State Railways Company*, modifying the agreement of 1909 as regards dates for making up Accounts.

Main provisions of agreement—

(i) *Land.*—Provided by the Government at the cost of capital.

(ii) *Government aid.*—The line is the property of the Government, who provide all further funds chargeable to the capital account, and it is managed, maintained, stocked and worked by the Company as if it were part of the Company's 5′ 6″ gauge system.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*—
} The line is managed, maintained, stocked and worked by His Highness the Nizam's Guaranteed State Railways Company for the same percentage of its gross earnings as that of the working expenses of the Company's 5′ 6″ gauge system to its gross earnings, as published in the Company's Revenue Accounts for the same half-year, *plus* 5 per cent. of the gross earnings of the Bezwada Extension railway for the use of rolling-stock. But in addition thereto, any extraordinary maintenance charges due to causes other than ordinary wear and tear shall be charged, with the approval of the Railway Board, to the Bezwada Extension railway. Such extraordinary charges shall be excluded in working out the percentage of ordinary maintenance charges payable by the Bezwada Extension railway. The balance is paid over to the Government of India as the net earnings of the Bezwada extension.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
} To be the same as from time to time obtain on the Company's 5′ 6″ gauge system.

(vii) *Power of the Government to determine agreement.*—
(viii) *Power of the Company to surrender agreement.*—
} Terminable on the 1st January or the 1st July in any year, on 6 months' notice given by either party to the other. Any breach of the terms of the contract may lead, *ipso facto*, to its determination.

(ix) *Term of agreement.*—Until terminated under (vii) and (viii).

Statistics of working (Those for the periods prior to 1901 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1901	20·58	11,51,678	2,77,177	1,56,929	13·63	35,509	+1,21,420	248	43·38
1902	20·58	11,60,425	2,89,663	1,40,329	12·09	46,375	+ 93,954	259	51·55
1903	20·58	11,77,047	3,07,113	1,54,222	13·10	46,617	+1,07,605	275	49·78
1904	20·58	11,75,731	3,20,656	1,78,955	15·22	46,898	+1,32,057	287	44·19
1905	20·58	11,78,645	3,47,490	2,04,239	17·33	47,046	+1,57,193	311	41·22
1906	20·58	11,81,020	3,49,206	1,91,737	16·23	47,182	+1,44,555	313	45·09
1907	20·58	11,81,952	3,15,376	1,83,883	15·56	35,691	+1,48,192	282	41·69
1908	20·58	11,83,796	3,38,623	1,91,624	16·19	40,277	+1,51,347	316	43·41
1909	20·58	12,06,026	3,12,154	1,52,554	12·65	39,884	+1,12,670	280	51·28
1910	20·58	12,01,940	3,42,614	1,58,254	13·17	40,182	+1,18,072	320	53·81
1911	20·58	12,19,123	3,54,265	1,40,815	11·55	41,560	+ 99,255	331	60·25
1912	20·58	12,22,363	3,84,244	1,84,265	15·07	41,771	+1,42,494	359	52·04
1st qr. of 1913.	20·58	12,31,370	1,05,502	39,771	3·23	10,432	+ 29,339	394	62·30
1913-14	20·58	12,33,842	4,10,238	1,73,986	14·10	43,138	+1,30,848	383	57·59
1914-15	20·58	12,42,759	4,51,983	2,00,734	16·15	43,331	+1,57,403	422	55·59
1915-16	20·58	12,46,788	4,77,021	1,89,111	15·17	43,225	+1,45,886	446	60·36

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 7}}{\text{Sub-heads (a) to (e)}}$. **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM**—*contd.*

7 (*c*) Hingoli Branch railway (3′ 3⅜″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Purna to Hingoli	15-5-12	50·31	50·31

Details of construction—

Permanent-way.—The permanent-way consists of second-hand 66½-lb. flat-footed steel rails taken out of the 5′ 6″ gauge system and new steel trough sleepers.

Ballast.—The ballast used is moorum, except in some cuttings where stone ballast has been laid.

Fencing.—Fencing is provided only round station yards and a small length on either side of second class level crossings.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 133.

Agreement—

Dated the 1st March 1910, *between the Government of His Highness the Nizam of Hyderabad and the Nizam's Guaranteed State Railways Company, Limited,* as to the maintenance, management and working of the Hingoli branch, by the Company, as part of the Hyderabad-Godavari Valley railway.

Main provisions of agreement—

(i) *Land.*—Provided by the Nizam's Government free of cost.

(ii) *Government aid.*—The line is the property of the Nizam's Government who provide all funds chargeable to the capital account.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } The Nizam's Guaranteed State Railways Company, works the Branch railway for the same proportion of its gross earnings as the aggregate working expenses of the 3′ 3⅜″ gauge system shall bear to the aggregate gross earnings of that system, *plus* 5 per cent of the gross earnings of the Branch for use of rolling-stock. The balance of the gross earnings of the Branch after making the said deduction is paid to His Highness the Nizam's Government as the net earnings of the Branch. In the case of accident or damage caused by extraordinary casualty, *e.g.*, by floods, storms, etc., charges for repairs are made to the Branch railway, such charges being eliminated from the aggregate working expenses before the percentage of working expenses referred to above is arrived at.

(v) *Rates and fares.*—The same rates and fares as are in force on 7 (*d*), Hyderabad-Godavari valley railway (3′ 3⅜″ gauge).

(vi) *Special obligations as to the conveyance* of.—
(*a*) Mails.—
(*b*) Troops, police, and high Government officials.— } Services for these are performed on the same conditions and at the same rates as may be in force on 7 (*d*), Hyderabad-Godavari Valley railway (3′ 3⅜″ gauge).

(vii) *Power of the Nizam's Government to determine agreement.*—
(viii) *Power of the Company to determine agreement.*— } The agreement is terminable by either party on the 30th June or the 31st December in any year after the line is opened throughout on 12 months' previous notice in writing.

(ix) *Power of the Company to surrender agreement.*—Nil.

(x) *Term of agreement.*—Nil.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 7}}{\text{Sub-heads (a) to (e)}}$ · **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—*contd.***

7 (*c*) Hingoli Branch railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1912 . .	50·31	30,18,733	64,758	25,722	0·85	39	60·28
1st qr. of 1913 .	50·31	30,43,772	28,529	9,993	0·33	44	64·97
1913-14 . .	50·31	31,23,102	1,42,367	64,511	2·07	54	54·69
1914-15 . .	50·31	31,86,279	1,17,823	46,104	1·44	45	60·87
1915-16 . .	50·31	31,92,223	1,33,243	58,029	1·82	51	56·45

7 (*d*) Hyderabad-Godavari Valley railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Remarks.
1	2	3	4	5
Manmad to Jalna	21-10-99	109·28		
Jalna to Sailu	7-12-99	44·79		
Sailu to Purbhani	25-4-00	26·40		
Purbhani to Nanded	9-10-00	36·60		
Nanded to Sivungaon	23-8-00	17·61		
Sivungaon to Secunderabad	25-4-00	150·59		
Secunderabad to Hyderabad	16-5-01	*5·86		*Laid on a mixed (5′ 6″ and 3′ 3⅜″) gauge.
TOTAL . .	...	...	391·13	
DOUBLE LINE—				
Purna Junction station yard	15-5-12	0·38		
			0·38	

Details of construction—

Permanent-way.—The permanent-way consists of 50-lb. flat-footed steel rails on steel pea-pod sleepers between miles 0 and $\frac{197}{16}$, $\frac{201}{17}$ and $\frac{215}{2}$, $\frac{216}{2}$ and 290 and $\frac{294}{2}$ and 384·27, except within station limits where wooden sleepers are used, and also on second-hand 5′ 6″ gauge steel sleepers converted into 3′ 3⅜″ gauge, between miles $\frac{207}{14}$ and $\frac{207}{17}$, and wooden sleepers for the remainder.

Ballast.—The line is ballasted throughout with stone, sand and moorum.

Fencing.—The line is fenced from mile 377¼ to 381 and between miles 249 and 250, and at all stations.

Curves.—The sharpest curve is of 1,433 feet radius.

Gradients.—The ruling gradient is 1 in 133·3.

Agreement—

Dated the 16th March 1897 (supplemental to the contract of 1883) *between the Government of His Highness the Nizam of Hyderabad and the Nizam's Guaranteed State Railways Company, Limited,* as to the construction, management, maintenance and working, by the Company, of the Hyderabad-Godavari Valley railway.

Main provisions of agreement—

(i) *Land.*—Provided by the Nizam's Government free of cost to the Company.

(ii) *Government aid.*—Guarantee in sterling, for 20 years from the date on which the line was completed and opened for traffic throughout (16th May 1901), of the interest payable on the debenture capital (not exceeding £2,500,000) raised for the purposes of the contract, together with an additional one per cent for a Sinking Fund. (The amount of capital raised to the present time has been £2,150,000, and the rate of interest payable on it is 3½ per cent.)

(iii) *Distribution of profits.*—During the period of the guarantee the repayment of the guaranteed interest for each half-year, and thereafter the interest payable on the debenture capital for each year, is to be the first charge against the net earnings for such half-year or year. Any surplus either before or after the cessation of the guarantee, is to be divided equally between the Nizam's Government and the Company.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 7}}{\text{Sub-heads (a) to (e)}}$. **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM**—*contd.*

7 (*d*) Hyderabad-Godavari Valley railway (3′ 3⅜″ gauge)—*concld.*

Main provisions of agreement—*concld.*

(iv) *Rates and fares.*—Not to be in excess of those prevailing on the main line [7 (*a*), Nizam's Guaranteed State railway (5′ 6″ gauge)], unless otherwise agreed.

(v) *Special obligations as to the conveyance of.*—
(*a*) Mails.—
(*b*) Troops, officials and Government stores.—
(*c*) Bullion and coin.—
} As noted under 7 (*a*), Nizam's Guaranteed State railway (5′ 6″ gauge).

(vi) *Power of the Nizam's Government to determine agreement.*—As noted under 7 (*a*), Nizam's Guaranteed State railway (5′ 6″ gauge), with the exception that, in the event of the line being purchased in 1934 or 1954, the price to be paid is to be the amount of the unredeemed capital only, without the bonus of 25 per cent in addition.

(vii) *Power of the Company to surrender agreement.*—Nil.

(viii) *Term of agreement* [*if not determined under* (vi) *or* (vii)].—The remainder of the term of the contract relating to the main line [7 (*a*), Nizam's Guaranteed State railway (5′ 6″ gauge)] which was unexpired at the date of the present contract.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1899	154·23	2,00,21,971	63,381	36,877	0·18	48	41·82
1900	385·23	2,31,94,817	10,63,023	4,20,826	1·81	70	60·41
1901	391·42	2,46,58,951	20,16,033	9,23,300	3·74	99	54·07
1902	391·42	2,57,75,220	22,88,043	9,67,892	3·76	112	57·70
1903	391·42	2,62,07,241	22,14,752	8,86,291	3·38	109	59·98
1904	391·13	2,64,85,096	22,11,781	7,74,804	2·93	109	64·97
1905	391·13	2,68,15,349	29,64,122	13,29,069	4·96	146	55·16
1906	391·13	2,69,36,746	30,32,503	14,21,747	5·28	149	53·12
1907	391·13	2,71,85,309	32,55,067	17,74,126	6·53	160	45·50
1908	391·13	2,73,97,247	32,41,828	15,61,740	5·70	159	51·82
1909	391·13	2,75,50,030	32,54,724	14,92,128	5·09	160	56·93
1910	391·13	2,79,30,418	36,55,833	18,05,391	6·46	180	50·62
1911	391·13	2,91,88,053	34,97,306	13,12,510	4·10	172	62·48
1912	391·13	2,96,12,624	43,60,567	20,26,995	6·85	214	53·52
1st qr of 1913	391·13	2,98,32,787	12,79,019	4,87,877	1·64	252	61·86
1913-14	391·13	3,04,91,995	43,08,162	20,88,400	6·85	212	51·63
1914-15	391·13	3,19,21,083	41,16,162	17,40,623	5·45	202	57·71
1915-16	391·13	3,19,95,320	44,81,233	20,96,695	6·55	220	53·21

7 (*e*) Secunderabad-Gadwal railway (3′ 3⅜″ gauge)—

The construction of this line, from funds to be provided by His Highness the Nizam's Government was sanctioned by the Secretary of State in his Despatch No. 26 Railway, dated the 27th February 1914.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand Total.
1	2	3	4	5
Secunderabad to Timmapur ..	1-2-16	28·00		
Timmapur to Sardarnagar ...	20-2-16	9·00		
Sardarnagar to Balanagar ...	6-3-16	9·00		
TOTAL OPEN MILEAGE ...	...	...	46·00	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Balanagar to Gadwal	...	70·29	70·29	
GRAND TOTAL ...	...	...	...	116·29

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix]

Number $\frac{\text{Main head 7}}{\text{Sub-heads (a) to (e)}}$. **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—*concld.***

7 (*e*) Secunderabad-Gadwal railway (3′ 3⅜″ gauge)—*concld.*

Details of construction—

Permanent-way.—The permanent-way consists of 66½-lb. flat-footed rails laid on steel sleepers.

Ballast.—Cuttings are being fully ballasted and banks are being moorumed throughout.

Fencing.—The line is being fenced in the vicinity of the principal towns and most important stations.

Curves.—The sharpest curve is of 1,432·5 feet radius.

Gradients.—The ruling gradient is 1 in 133·3.

Agreement—

Main provisions of agreement— } The line is being constructed by the company and the open portion worked under the terms of an agreement between His Highness the Nizam's Government and His Highness the Nizam's Guaranteed State Railways Company which is under consideration.

Statistics of working—

Year.	Mileage open at end of the year.	Total capital outlay, including suspense to end of the year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1915-16 . .	46·00	67,56,000	Information	not available.			

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 8}{\text{Sub-heads } (a) \text{ to } (t)}$. NORTH WESTERN RAILWAY SYSTEM.

Lines comprised in the system.—The North Western railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) North Western railway (5′ 6″ gauge)	3,758·50	...	3,758·50
(*b*) Amritsar-Patti railway (5′ 6″ gauge)	54·26	...	54·26
(*c*) Jammu and Kashmir (Native State section) (5′ 6″ gauge)	16·01	...	16·01
(*d*) Jullundur-Mukerian railway (5′ 6″ gauge)	44·80	...	44·80
(*e*) Khanpur-Chachran railway (5′ 6″ gauge)	22·02	...	22·02
(*f*) Ludhiana-Dhuri-Jakhal railway (5′ 6″ gauge)	78·65	...	78·65
(*g*) Mandra-Bhaun railway (5′ 6″ gauge)	46·38	...	46·38
(*h*) Phagwara-Rahon railway (5′ 6″ gauge)	25·84	19·00	44·84
(*i*) Rajpura-Bhatinda railway (5′ 6″ gauge)	108·04	...	108·04
(*j*) Sialkot-Narowal railway (5′ 6″ gauge)	38·15	...	38·15
(*k*) Southern Punjab railway (Main line) (5′ 6″ gauge)	424·06	...	424·06
(*l*) Southern Punjab railway (Jullundur Doab Extension) (5′ 6″ gauge)	130·19	...	130·19
(*m*) Southern Punjab railway (Ludhiana Extension) (5′ 6″ gauge)	152·04	...	152·04
(*n*) Southern Punjab railway (Sutlej Valley Extension (5′ 6″ gauge)	208·19	...	208·19
(*o*) Jacobabad-Kashmor railway (2′ 6″ gauge)	76·70	...	76·70
(*p*) Kalka-Simla railway (2′ 6″ gauge)	59·92	...	59·92
(*q*) Kohat-Thal railway (2′ 6″ gauge)	61·75	...	61·75
(*r*) Nowshera-Durgai railway (2′ 6″ gauge)	40·25	...	40·25
(*s*) Trans Indus (Kalabagh-Bannu) railway (2′ 6″ gauge)	88·91	46·48	135·39
(*t*) Larkhana-Jacobabad (Sind) Light railway (2′ 6″ gauge)	...	75·45	75·45
Total	5,434·66	140·93	5,575·59

Running powers—

Home line over foreign line:—

East Indian railway, Ghaziabad to Delhi, for passenger and goods trains . . . . . 13·00

Foreign line over home line:—

Oudh and Rohilkhand railway, Meerut City to Meerut Cantonment, for passenger trains only . 2·75

8 (*a*) North Western railway (5′ 6″ gauge)—

The line owned and worked by the old Sind, Punjab and Delhi Guaranteed Railway Company was taken over by the State from the 1st January 1886, and amalgamated with the Punjab Northern, the Indus Valley the Eastern section Sind-Sagar, and the Southern section Sind-Pishin State railways, to be worked as an undertaking under the name of the North Western railway.

Date of registration of the old Guaranteed Company—1855.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
COMMERCIAL SECTION—					
Main Line—					
Ghaziabad to Meerut City	18-4-67	27·33			
Meerut City to Ambala Cantonment	1 1-69	121 55			
Ambala Cantonment to Ludhiana	12-10-69	70·66			
Ludhiana to Phillaur	14-10-70	8·28			
Phillaur to Jullundur Cantonment	1-4-70	26·12			
Jullundur Cantonment to Beas	15-11-69	25·53			
Beas to Amritsar	1-11-67	26·20			
Amritsar to Lahore	10 4-62	32·33			
Lahore to Jhelum	6-10-78	*103·12			*This length was constructed on the 3′ 3⅜″ gauge previous to September 1873 but was converted to the 5′ 6″ gauge on the 6th October 1878.
Jhelum to Rawalpindi	†	76·38			†The line was opened by sections on the 5′ 6″ gauge, using temporary diversions near Domeli—thus Jhelum to Ratial 1st January 1880 (15 miles) and Ratial to Rawalpindi, 1st October 1880 (56 miles). The diversions were abolished on 8th May 1882; and the complete 1/50 graded through line between Jhelum and Rawalpindi (70·50 miles) was established. But again in 1888, and in subsequent years up to date, various alignments in connection with the improvements of grades to 1/100 have been opened and the present length of line on the 31st March 1897 is—Jhelum to Rawalpindi 76·38 miles.
Rawalpindi to mile 560·63 (between Lawrencepur and Campbellpur Cantonment).	1-1-81	45·38			
Mile 560·63 to Rumian	1-4-99	11·50			
Rumian to Attock Bridge	...	5·25			
Attock Bridge to Khairabad	31-5-83	2·38			
Khairabad to Peshawar City	1-5-82	41·25			
Peshawar City to Peshawar Cantonment	1-1-83	2·65			
Lahore to Khanewal	24-4-65	177·25			
Khanewal to Lodhran	1-4-09	56·42			
Lodhran to Nara canal Bridge	1-7-78	224·58			
Nara Canal Bridge to Rohri	0-0-89	1·00			
Rohri to Rahoki	15-11-96	178·93			
Rahoki to Hyderabad	28-3-10	6·25			
Hyderabad to Kotri	25-5-00	5·29			
Kotri to Karachi City	13-5-61	105·04			
Karachi City to Kiamari, including Napier Mole.	16-6-89	3·07			
			1,383·74		
Branches—					
Havelian branch—					
Sarai Kala to Havelian	7-11-13	34·70			
			34·70		
Tawi branch (British section)—					
Wazirabad to Sialkot	1-1-84	26·40			
Sialkot to the frontier of Kashmir State	15-3-90	9·08			
			35·48		
Carried over	...	...	1,453 92		

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (t)}}$. **NORTH WESTERN RAILWAY SYSTEM**—*contd.*

8 (*a*) North Western railway (5′ 6″ gauge)—*contd.*

Progress in opening—*contd.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward . .	...	...	1,453·92		
Wazirabad-Khanewal branch—					
Wazirabad to Hafizabad	15-8-95	37·37			
Hafizabad to Sangla Hill	1-1-96	31·45			
Sangla Hill to Lyallpur	15-2-96	27·21			
Lyallpur to Toba Tek Singh . . .	22-6-99	49·00			
Toba Tek Singh to Khanewal . . .	16-4-00	55·53			
			200·56		
Phulji branch—					
Phulji to Puranadera	1-6-82	2·57			
Phulji branch extension	31-3-02	0·34			
			2·91		
Sukkur Bandar branch—					
Sukkur Main to Sukkur Bandar . .	1-10-78	1·52			
			1·52		
Kotri-Rohri (vid Ruk) branch—					
Rohri to Sukkur	27-3-89	2·64			
Sukkur to Radhan *vid* Ruk . . .	1-10-78	79·31			
Radhan to Laki	27-10-78	70·57			
Laki to Kotri	8-10-78	75·48			
			228·00		
Raewind-Bhatinda branch—					
Raewind to Kasur	15-4-83	16·70			
Kasur to Ganda Singhwala . . .	10-6-83	7·00			
Ganda Singhwala to Hussainiwala .	15-12-83	2·75			
	8-5-87	2·75			
Hussainiwala to Ferozepore City .	1-10-92	2·00			
Ferozepore City to Ferozepore Cantonment.	1-10-88	2·00			
Ferozepore Cantonment to Bhatinda . .	15-6-99	*55·23			*Includes 26·28 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge between Kot Kapura and Bhatinda.
			88·43		
Pathankot branch—					
Amritsar to Dinanagar	1-1-84	51·22			
Dinanagar to Pathankot	8-6-84	15·48			
			66·70		
Hoshiarpur branch—					
Jullundur City to Hoshiarpur. . .	16-6-13	23·28			
			23·28		
Jech Doab line—					
Malakwal to Sargodha	1-4-03	46·25			
Sargodha to Shorkot Road . . .	14-5-06	102·56			
			148·81		
Lower Sind extension—					
Hyderabad to Badin	15-8-04	62·14			
			62·14		
Shahdara-Sangla branch—					
Shahdara to Sangla	10-4-07	54·76			
			54·76		
Lodhran-Khanewal chord (vid Sher Shah)—					
Khanewal to Multan Cantonment . .	24-4-65	30·50			
Multan Cantonment to Muzaffarabad .	21-8-70	6·89			
Muzaffarabad to Lodhran	1-7-78	47·61			
			85·00		
Shorkot Road-Chichoki Mallian section—					
Shorkot Road to Jaranwala . . .	2-5-11	87·70			
Jaranwala to Chichoki Mallian . .	18-11-09	48·10			
			135·80		
Jakhal Hissar branch—					
Jakhal to Hissar	1-11-13	50·22	50·22		
TOTAL OPEN MILEAGE (COMMERCIAL SECTION)	...	...	...	2,602·05	
FRONTIER SECTION (MILITARY)—					
Sind-Sagar line—					
Main line—					
Lala Musa to Baha-ud-din	†1-1-80	29·61			†Date of opening of the original 3′ 3⅜″ gauge line, subsequently converted to, and opened on, the 5′ 6″ gauge, Lala Musa to Malakwal, on †0-2-86.
Baha-ud-din to Hariah	†1-2-80	10·52			
Hariah to Malakwal	†0-4-80	5·99			
Malakwal to Bhakkar (*vid* Kundian). .	15-8-87	172·20			
Bhakkar to Chenab West Bank . . .	22-1-87	119·71			
Chenab West Bank to Chenab East Bank .	1-2-90	2·49			
Chenab East Bank to Sher Shah . .	1-1-89	2·39			
			342·91		
Branches and sections—					
Golra-Basal section—					
Golra Junction to Basal Junction . .	1-4-81	46·75			
			46·75		
Kohat section—					
Jand to Khushalgarh.	16-4-81	7·00			‡This is the date of opening of the original 2′ 6″ gauge line which was subsequently converted to, and opened on, the 5′ 6″ gauge on 5-1-08.
Khushalgarh to Koha	‡25-5-02	33·42			
			40·42		
Bhera branch—					
Malakwal to Miani	§10-4-80	8·99			§Dates of opening of original 3′ 3⅜″ gauge lines, subsequently converted to, and opened on, the 5′ 6″ gauge, Malakwal to Bhera, on 15-3-87.
Miani to Bhera	§2-2-82	9·11			
			18·10		
Bhaganwala branch—					
Haranpur to Bhaganwala	31-8-95	10·84			
			10·84		
Carried over .	...	...	459·02	2,602·05	

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (t)}}$ **NORTH WESTERN RAILWAY SYSTEM—*contd.***

8 (*a*) North Western railway (5′ 6″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward	...	...	459·02	2,602·05	
FRONTIER SECTION (MILITARY)—*concld.*					
Dandot branch—					
Chalisa Junction to Khewra salt mines	*1-1-83	6·36			*Date of opening of the original 3′ 3⅜″ gauge line, subsequently converted to, and opened on, the 5′ 6″ gauge, Chalisa Junction to Khewra salt mines, on 15-8-87 and Khewra to Dandot on 1-8-89.
Khewra to Dandot	*1-1-83	2·15			
			8·51		
Kundian-Campbellpur section—					
Kundian to Daud Khel	15-3-92	30·34			
Daud Khel to Jand	1-4-99	54·65			
Jand to Basal	16-4-81	16·41			
Basal to Campbellpur	1-4-99	18·45			
			119·85		
Mari branch—					
Daud Khel to Mari	15-3-92	6·25			
			6·25		
Ghazi Ghat branch—					
Mahmud Kot to Ghazi Ghat	1-4-87	11·27			
			11·27		
Sind-Pishin section—					
Main line—					
Ruk to Sibi	2-5-80	132·97			
Sibi to Sharigh	20-3-27	74·80			
Sharigh to Bostan	21-8-87	61·13			
Base of Bostan triangle loop	...	0·31			
Bostan to Kila Abdulla	25-1-88	38·14			
Kila Abdulla to Chaman	1-1-92	29·40			
			336·75		
Loop line—					
Sibi to Quetta	†1-5-82	86·74			† These are the dates of opening of the old alignment which, owing to frequent breaches by floods, was dismantled and realigned in certain parts of its length on 15th April 1897.
	†20-3-87				
Quetta to Bostan	21-8-87	20·57			
Bostan chord	1-1-98	1·34			
			108·65		
Rindli branch—					
Nari Bank to Rindli	...	11·83			
			11·83		
Quetta-Nushki extension—					
Spezand Junction to Nushki	15-11-05	83·28			
			83·28		
Peshawar-Jamrud branch—					
Peshawar to Jamrud	1-1-01	11·04			
			11·04		
TOTAL OPEN MILEAGE FRONTIER SECTION (MILITARY)	...	...	...	1,156·45	
TOTAL OPEN MILEAGE (COMMERCIAL AND MILITARY) ...	...	...	...	3,758·50	
DOUBLE LINE (COMMERCIAL AND MILITARY SECTIONS)—					
Kiamari to Karachi City	30-6-97	3·07			
Karachi City to Karachi Cantonment	13-5-61	2·30			
Karachi Cantonment to Pipri	20-6-97	21·45			
Pipri to Kotri	3-5-98	81·89			
Gidu to Hyderabad	1-4-13	3·56			
Gulistan to Chaman	20-9-92	37·58			
Ab-i-Gum to Kolpur	20-9-92	22·78			
Lodhran to Samasata	1-4-09	14·50			
Samasata to Khanpur	2-4-07	76·49			
Khanpur to Reti	3-4-07	62·00			
Reti to Rohri	1-6-07	70·05			
Rohri to Janvari	21-6-12	1·54			
Janvari to Begmanji	20-5-14	4·11			
Khararo to Chahi	20-5-14	6·74			
Amritsar to Lahore	15-1-06	32·33			
Lahore to Badami Bagh	18-10-09	1·34			
Badami Bagh to Shahdara	8-1-10	2·88			
Amritsar to Jandiala	23-3-10	11·28			
Jandiala to Botari	19-7-10	7·80			
Botari to Beas	10-12-10	6·85			
Beas to Dhilwan	28-2-14	1·99			
Dhilwan to Hamira	12-9-11	6·83			
Hamira to Jullundur Cantonment	13-3-10	15·95			
Jullundur Cantonment to Phagwara	20-4-11	10·22			
Phagwara to Ludhiana	1-6-11	24·80			
Ludhiana to Doraha	10-1-11	14·71			
Doraha to Gobindgarh	15-12-10	17·75			
Gobindgarh to Sirhind	10-1-11	5·00			
Sirhind to Rajpura	15-12-10	15·75			
Rajpura to Ambala	2-12-10	17·25			
Ambala to Kalanour	15-11-13	36·31			
Kalanour to Saharanpur	13-5-13	14·03			
Lahore to Raewind	16-7-12	23·94			
Hyderabad to Shahdadpur	1-7-15	45·60			
TOTAL DOUBLE LINE ...	...	...	720·17		

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (t)}}$ · **NORTH WESTERN RAILWAY SYSTEM**—*contd.*

8 (*a*) North Western railway (5′ 6″ gauge)—*concld.*

Details of construction—

Permanent-way.—The permanent-way is of various types. On the single line, of iron rails there are 60-lb. flat-footed; 60-lb. and 68-lb. double-headed, and 60-lb. bull-headed; of steel rails there are 60-lb., 61-lb., 62-lb., 70-lb., 75-lb., 90-lb., and 100-lb. flat-footed; 64-lb., 68-lb., and 75-lb. double-headed; 68-lb., 73-lb., 77½-lb., 84-lb. and 85-lb. bull-headed and 60-lb., 75-lb. and 90-lb. British standard section. On the double line the steel rails are 68-lb. double-headed, 77½-lb. bull-headed and 75-lb., 87-lb., 90-lb. and 100-lb. flat-footed. The sleepers used are chiefly of wood, but cast-iron (oval or round) pots and steel transverse sleepers are also extensively used.

Ballast.—The line is ballasted throughout with sand, bricks, and broken stone.

Fencing.—The line is fenced from Karachi to Lahore and from Lala Musa to Ghaziabad, also from Ruk to Jhatpat. The line between Lala Musa and Peshawar is partially fenced.

Curves.—The sharpest curve is of 455 feet radius.

Gradients.—The ruling gradient of the greater part of the railway is about 1 in 350 with a 1 in 150 banking section between Kotri and Dadu with the following exceptions: between Kotri and Montgomery *viâ* Multan and between Lodhran and Lyallpur *viâ* Khanewal 1 in 500; between Karachi and Kotri and Jullundur and Hoshiarpur 1 in 200; between Sialkot and Jammu, Gurdaspur and Pathankot and Daudkhel and Mari 1 in 170; between Lala Musa and Peshawar and Sarai Kala and Haripur 1 in 100; between Sibi and Chaman and Sibi and Nushki 1 in 40 with 1 in 25 banking sections; between Daudkhel and Campbellpore, Rawalpindi and Kohat 1 in 70 and between Khushalgarh and Jand, Peshawar and Jamrud and Haripur and Havelian 1 in 50 and between Sody and Khewra 1 in 60.

Contract—

Nil.—The line is owned and worked by the State.

Rates and fares.—Certain maxima and minima have been fixed by the Government, between the limits of which the Railway Administration can vary the rates and fares quoted for goods and coaching traffic.

Statistics of working (Those for the periods prior to 1886 will be found in Appendix 38 to the Report for 1907.)—

Includes the Jakhal-Hissar, Kohat-Thal, Nowshera-Durgai and Trans Indus (Kalabagh-Bannu) railways from date of opening, and the Kalka-Simla railway from 1907, the year in which it became an integral part of the North Western railway system.

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Government share of surplus profits *less* payments made on account of rebate.	Total income (column 5+column 7).	Percentage of total income on total capital outlay given in column (3).	Interest.	Annuity.	Gain or loss to the State *pertaining to each year.*	Commercial section.		Military section.		Entire line.	
												Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.		Rs		Rs.	
1886	1,850·78	36,09,90,705	2,53,60,901	1,19,92,839	3·32	...	1,19,92,839	3·32	1,14,07,148	53,00,733	−47,15,042	...	...	...	...	261	52·49
1887	2,398·79	38,37,70,872	2,10,03,388	57,77,585	1·51	...	57,77,585	1·51	1,01,56,779	80,30,322	−1,24,09,516	...	...	...	...	182	72·33
1888	2,441·73	39,71,81,209	2,57,79,305	83,66,598	2·11	...	83,66,598	2·11	1,09,18,938	83,45,756	−1,08,98,096	...	...	...	...	202	67·37
1889	2,442·10	40,94,31,603	2,82,06,820	1,02,84,741	2·51	...	1,02,84,741	2·51	1,13,76,516	83,98,768	−94,90,543	290	56·53	90	107·75	224	63·35
1890	2,465·78	41,83,37,620	2,73,99,035	1,02,57,601	2·45	...	1,02,57,601	2·45	1,16,66,585	74,54,323	−88,63,307	283	54·95	88	110·72	219	62·36
1891	2,465·99	42,15,91,441	3,25,78,355	1,21,32,521	2·88	...	1,21,32,521	2·88	1,20,67,542	80,05,299	−79,40,320	344	55·60	88	122·41	261	62·98
1892	2,526·06	43,00,61,140	2,64,35,665	94,50,960	2·20	...	94,50,960	2·20	1,24,26,030	89,84,076	−1,19,59,146	280	55·58	70	131·08	208	64·25
1893	2,573·23	43,99,74,051	2,92,68,732	97,97,643	2·23	...	97,97,643	2·23	1,27,61,682	90,98,545	−1,20,62,584	313	60·20	69	122·71	230	66·53
1894	2,528·21	45,06,76,395	3,23,14,097	1,28,25,181	2·85	...	1,28,25,181	2·85	1,24,63,279	1,03,59,245	−99,97,343	347	53·11	76	122·95	253	60·31
1895	2,575·90	46,56,84,932	3,52,18,382	1,64,46,998	3·53	...	1,64,46,998	3·53	1,35,01,193	1,03,17,385	−73,71,580	379	46·79	75	116·14	274	53·30
1896	2,713·91	48,10,61,362	2,94,41,749	1,18,86,409	2·47	...	1,18,86,409	2·47	1,42,35,427	96,43,588	−1,19,92,606	292	54·68	75	,97·77	220	59·55
1897	2,817·02	49,07,95,753	3,29,03,448	1,49,78,897	3·05	−19,942	1,49,58,955	3·05	1,45,40,298	90,95,191	−86,76,534	302	49·70	72	93·76	225	54·38
1898	2,817·64	49,65,81,389	3,76,01,912	1,85,74,360	3·74	...	1,85,74,360	3·74	1,50,41,459	86,35,849	+51,02,948	354	45·98	63	101·26	256	50·60
1899	2,944·80	50,27,26,360	3,52,21,759	1,60,89,223	3·20	−17,318	1,60,71,905	3·20	1,50,40,201	85,61,406	−75,20,702	326	47·73	58	123·43	232	54·32
1900	3,005·67	50,85,96,582	3,15,22,237	1,32,19,151	2·60	−3,562	1,32,15,589	2·60	1,54,25,164	85,76,682	−1,07,86,257	275	52·34	60	107·61	202	58·02
1901	3,117·37	51,54,17,599	4,11,89,277	2,03,56,471	3·95	1,73,653	2,05,30,124	3·98	1,55,93,807	86,02,222	−36,65,905	350	45·41	69	99·55	255	50·32
1902	3,147·45	52,81,86,554	4,22,19,927	1,73,70,094	3·29	41,522	1,74,11,616	3·30	1,60,21,945	85,81,455	−71,91,784	360	53·63	67	112·42	262	53·62
1903	3,255·74	53,53,09,487	4,93,89,876	2,50,08,517	4·67	81,050	2,50,89,567	4·69	1,63,40,061	85,77,430	+1,72,076	421	44·42	65	106·94	294	49·36
1904	3,317·54	55,14,60,717	6,16,56,310	3,22,92,909	5·86	2,22,023	3,25,14,932	5·90	1,69,17,362	85,77,430	+70,20,140	519	42·29	75	113·47	361	47·60
1905	3,400·83	57,66,87,197	5,86,74,943	2,90,52,383	5·04	4,28,070	2,94,80,453	5·11	1,76,38,636	85,77,430	+32,64,387	433	46·65	75	94·82	338	50·46
1906	3,503·69	60,67,74,888	6,18,66,041	2,93,40,919	4·84	5,33,840	2,98,74,759	4·93	1,87,21,081	85,77,430	+25,76,248	495	48·22	77	101·07	343	52·57
1907	3,614·89	64,67,43,048	7,04,86,241	3,35,51,329	5·23	7,48,270	3,45,99,599	5·35	1,58,47,585	85,77,430	+1,01,74,584	534	47·21	78	112·58	375	51·93
1908	3,618·10	69,00,11,581	5,61,66,152	*93,38,475	1·35	6,35,068	99,73,543	1·45	1,86,33,292	85,77,430	−1,72,37,179	413	76·58	81	148·06	298	83·34
1909	3,723·91	72,31,90,764	6,79,03,754	2,13,69,240	2·95	3,37,037	2,17,06,277	3·00	1,96,54,274	85,77,430	−65,25,427	499	62·52	79	140·79	356	68·48
1910	3,725·89	73,64,05,633	7,41,00,787	2,51,73,007	3·41	5,83,661	2,57,56,668	3·50	2,00,55,641	85,77,430	−28,76,403	534	61·59	82	122·51	382	65·99
1911	3,813·22	75,46,44,149	7,93,87,066	3,12,68,435	4·15	4,49,374	3,17,17,809	4·14	2,11,48,800	85,77,430	+19,91,579	567	56·26	86	117·40	402	60·61
1912	3,812·29	78,05,55,336	9,06,27,413	4,37,15,957	5·60	6,82,983	4,43,98,940	5·68	2,20,67,200	85,77,430	+1,37,54,310	638	48·12	91	97·86	466	51·76
1st qr. of 1913	3,814·97	79,99,31,406	2,00,25,197	50,07,044	0·62	−71,483	49,35,561	0·62	55,89,885	21,44,357	−27,98,681	559	70·99	83	130·03	402	75·00
1913-14	4,011·62	83,24,56,549	8,67,13,050	3,67,40,434	4·41	7,50,767	3,74,91,201	4·50	2,35,13,210	85,75,185	+54,02,806	574	54·31	98	99·30	423	57·63
1914-15	4,10·48	85,87,48,950	8,17,13,591	3,05,18,372	3·55	3,43,414	3,08,61,786	3·59	2,53,15,258	85,75,215	−30,28,687	518	59·28	111	96·27	319	62·65
1915-16	4,009·33	86,38,39,993	8,41,06,71	4,60,63,793	4·17	55,320	3,61,19,113	4·18	2,56,65,610	85,88,505	+18,64,998	531	53·86	118	89·34	402	57·12

*The decrease in net earnings in 1908 was due chiefly to extraordinary charges incurred in the repairs of flood damages, accentuated by a fall in the gross earnings consequent upon the failure of the wheat export trade from Karachi and the diminution of traffic generally owing to famine and extensive breaches of the line caused by floods.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (l)}}$. **NORTH WESTERN RAILWAY SYSTEM**— *contd.*

8 (*b*) Amritsar-Patti railway (5′ 6″ gauge)—

Date of registration of the Company.—12th April 1905.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Amritsar to Tarn Taran	21-9-06	15·00	
Tarn Taran to Patti	30-12-06	12·05	
Patti to Kasur	4-4-10	27·21	
TOTAL	...	...	54·26

Details of construction—

Permanent-way.—The permanent-way consists of 60-lb. flat-footed steel rails laid on deodar jarrah and steel sleepers.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—Station yards only are fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Contracts—

Dated the 22nd May 1905, *between the Secretary of State and the Amritsar-Patti Railway Company* as to the construction, maintenance, management and working of the Amritsar-Patti railway.

Dated the 7th May 1909, *between the Secretary of State and the Amritsar-Patti Railway Company*, as to the construction, maintenance, management and working of the Patti-Kasur extension as an integral part of the Amritsar-Patti railway.

Main provisions of contracts—

(i) *Land.*—Provided by the Government free of cost to the Company, except for quarrying ballast, brickfield or other temporary works.

(ii) *Government aid.*—The Government constructed the line (from funds supplied by the Company whose property it is), and manage, maintain, stock and work it, through the agency of the North Western railway.

By way of rebate the Government allow the Company, in respect of each year, such a sum up to 45 per cent of the gross earnings from traffic (excluding those derived from the carriage of stores) interchanged between the North Western railway and the Amritsar-Patti railway as shall, together with the net earnings of the Company, make up an amount equal to an interest for the year at a rate of 5 per cent per annum on the actual expenditure charged in the Capital Account, *plus* Rupees 7,200 on account of office expenses and those of management and direction and such legal expenses as may be properly incurred by the Company and approved by the Secretary of State or the Government of India and as are debitable to Revenue, subject to the same limit.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } For management, maintenance, working and provision of rolling-stock the Government retain 45 per cent of the gross earnings in each half-year of the Amritsar-Patti railway; the remainder, constituting the net earnings, is paid to the Company.

But should the net earnings of the Company in any year exceed the minimum amount sufficient to pay a dividend of 5 per cent per annum, such excess is to be applied towards the payment of office expenses and expenses of management and direction [referred to under (ii)] up to a limit of Rs. 15,000, the balance being divided equally between the Government and the Company.

(v) *Rates and fares.*—To be arranged between the Government and the working agency within the maximum and minimum in force on, and the classification of goods to be in conformity with that of, the working Agency.

(vi) *Special obligations as to the conveyance of*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } To be conveyed at the same rates and under the same arrangements as apply to State railways.

(vii) *Power of the Government to determine contract.*—The Government may, by giving twelve months' previous notice in writing of purchase, determine the contract either on the 31st December 1935 or on the 31st December in the last year of any subsequent period of 10 years, by paying to the Company in rupees 25 times the average yearly net earnings of the Company during the last preceding three years, subject to a limit of 20 per cent in excess of, but not less than, the total capital expenditure of the Company.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract* [*if not determined under* (vii)].—None specified.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads } (a) \text{ to } (t)}$. **NORTH WESTERN RAILWAY SYSTEM**—*contd.*

8 (*b*) Amritsar-Patti railway (5′ 6″ gauge)—*concld.*

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Government share of surplus profits.	Total income [column 5-column 7].	Percentage of total income on total capital outlay in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1906 .	27·49	11,90,964	15,368	8,452	0·71	...	8,452	0·71	69	45·00
1907 .	27·49	14,19,465	1,61,280	88,704	6·25	3,726	84,978	5·99	113	45·00
1908 .	27·49	14,87,400	1,79,461	98,703	6·63	4,852	93,851	6·24	126	45·00
1909 .	27·60	17,88,129	2,18,369	1,20,103	6·72	15,957	1,04,146	5·82	152	45·00
1910 .	54·26	26,67,469	3,64,322	2,00,378	7·51	30,922	1,69,456	6·35	146	45·00
1911 .	54·26	28,68,452	4,70,792	2,58,936	9·02	49,275	2,09,661	7·31	167	45·00
1912 .	54·26	28,70,826	5,24,419	2,88,431	10·03	61,317	2,27,114	7·91	186	45·00
1st qr. of 1913.	54·26	28,85,320	1,48,642	81,753	2·83	...	81,753	2·83	210	45·00
1913-14 .	54·26	29,55,802	7,41,391	4,07,765	13·79	78,965	3,28,800	11·12	263	45·00
1914-15 .	54·26	32,49,902	7,02,381	3,86,310	11·89	1,19,964	2,66,346	8·19	249	45·00
1915-16 .	54·26	34,04,702	6,79,328	3,73,630	10·97	1,49,118	2,24,512	6·59	239	45·00

8 (*c*) Jammu and Kashmir (Native State section) (5′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Frontier of the Kashmir State to the left bank of the Tawi river near Jammu.	15-3-90	16·01	16·01

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails laid on transverse sleepers of deodar.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is unfenced except at Sialkot station.

Curves.—The sharpest curve is of 2,865 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Agreement—

Dated the 21st April 1913, having effect from 1st June 1912, *between the Government of India and the Kashmir Durbar*, as to construction and working.

Main provisions of agreement—

(i) *Land.*—Provided free of cost by the Durbar and the Government in their respective territories.

(ii) *Government aid.*—The section was constructed (from funds supplied by the Kashmir Durbar, whose property it is), and is managed, maintained, stocked and worked by the North Western railway.

By way of rebate the Government allow to the Durbar a payment on traffic interchanged with the North Western railway to such extent, as, together with the share of net earnings attributable to the section, will afford a total dividend of 3½ per cent per annum on the actual capital expenditure to end of each half-year, subject to the proviso that such rebate in no case exceeds the North Western railway's net earnings from traffic interchanged with the section.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } For management, maintenance, provision of rolling-stock and working, the North Western railway retains 55·50 per cent of the gross earnings of the section, the remaining 44·50 per cent being credited to the Durbar, subject to the rebate noted under (ii).

(v) *Rates and fares.*—To be such as are from time to time in force on the main line of the North Western railway.

(vi) *Special obligations as to the conveyance of—*

(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } To be conveyed on the same general conditions as those in force on the main line of the North Western railway.

(*c*) Services to the Durbar.—As in clauses 15, 16 and 17 of the agreement.

(vii) *Power of the Government to determine agreement.*—
(viii) *Power of the Durbar to surrender agreement.*— } The agreement is terminable on six months' notice by either side from and after 1st January 1917.

(ix) *Term of agreement.*—4 years and 7 months from 1st June 1912 and thereafter as noted under (vii) and (viii).

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (t)}}$. **NORTH WESTERN RAILWAY SYSTEM**—*contd.*

8 (*c*) Jammu and Kashmir (Native State Section) (5′ 6″ gauge)—*concld.*

Statistics of working (Those for the periods prior to 1906 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from North Western railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1906	15·98	9,78,566	77,688	34,571	3·53	684	35,255	3·60	93	55·50
1907	15·98	9,79,109	80,172	35,677	3·64	—684	34,993	3·57	96	55·50
1908	15·98	9,93,606	85,390	37,999	3·82	...	37,999	3·82	103	55·50
1909	15·98	10,01,019	83,927	37,347	3·70	...	37,347	3·70	101	55·50
1910	15·79	10,10,234	86,918	38,679	3·82	...	38,679	3·82	106	55·50
1911	15·79	10,14,336	98,823	43,977	4·33	...	43,977	4·33	120	55·50
1912	15·79	10,27,239	81,400	36,223	3·50	...	36,223	3·50	99	55·50
1st qr. of 1913.	15·79	10,28,739	20,398	9,077	0·88	...	9,077	0·88	99	55·50
1913-14	16·01	10,28,643	1,15,662	51,470	5·00	...	51,470	5·00	140	55·50
1914-15	16·01	10,50,361	1,04,032	46,294	4·41	...	46,294	4·41	125	55·50
1915-16	16·01	10,52,682	1,36,203	60,611	5·76	...	60,611	5·76	163	55·50

8 (*d*) Jullundur-Mukerian railway (5′ 6″ gauge)—

Date of registration of the Company.—27th February 1914.

The construction of the line by the Hoshiarpur Doab Branch Railways Company was authorised by the Railway Board in their letter No. $\frac{657}{970}$-R.C., dated the 13th March 1914.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Jullundur City to Tanda Urmar	1-1-15	25·63	
Tanda Urmar to Dasuya	1-2-15	9·50	
Dasuya to Mukerian	1-3-15	9·67	
TOTAL	...	...	44·80

Details of construction—

Permanent-way.—The permanent-way consists of 58½-lb. and 60-lb. flat-footed steel rails on deodar sleepers. The 58½-lb. rails are in all respects, except in the width of foot, similar to the 60-lb. rails which are of British Standard section.

Ballast.—The line is at present packed with sand or earth. A little stone ballast has been provided at bridge approaches, points and crossings and passenger platforms.

Fencing.—Fencing has been provided only at first class level crossings for a short distance on each side of the gates.

Curves.—The sharpest curve is of 1910 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Agreement—

The line has been constructed by the Hoshiarpur Doab Branch Railways Company and is being managed and worked by the North Western Railway, under the terms of an agreement which is under consideration.

Statistics of working—

Year.	Mileage open at end of the year.	Total capital outlay, including suspense, to end of the year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from North Western railway (+), or share of surplus profits payable to the Secretary of State in England, (—).	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1914-15.	45·40	19,88,431	2,795	1,397	0·07	...	1,397	0·07	5	50·00
1915-16	44·80	31,78,124	1,45,120	72,559	2·28	...	72,559	2·28	62	50·00

8 (*e*) Khanpur-Chachran railway (5′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Khanpur to Chachran	2-7-11	22·02	22·02

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (t)}}$. **NORTH WESTERN RAILWAY SYSTEM**—*contd.*

8 (e) Khanpur-Chachran railway (5′ 6″ gauge)—*concld.*

Details of construction—

Permanent-way.—The permanent-way consists of 60-lb. flat-footed steel rails laid on jarrah sleepers.

Ballast.—The line is ballasted with broken brick on curves and approaches to large bridges and the remainder with sand.

Fencing.—The line is not fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 500.

Agreement—

Dated the 21st August 1912 (having effect from the 1st January 1911), *between the Secretary of State and the Bahawalpur Durbar*, as to the construction, maintenance and working of the Khanpur-Chachran railway by the North Western railway.

Main provisions of agreement—

(i) *Land.*—To be provided free of cost by the Bahawalpur Durbar, both during and after construction.

(ii) *Government aid.*—The line was constructed by the Government (from funds supplied by the Bahawalpur Durbar, whose property it is), and is managed, maintained, stocked and worked, through the agency of the North Western railway as if it were part of its system.

By way of rebate Government allow to the Durbar a sum not exceeding in any year the net earnings of the North Western railway from traffic interchanged with the Khanpur-Chachran branch railway, excluding the net earnings from carriage of railway stores, as shall, together with the net earnings of the branch, make up an amount equal to interest at 3 per cent per annum on the actual expenditure charged in the capital account of the branch.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } For management, maintenance, provision of rolling-stock and working, the North Western railway retains 50 per cent of the gross earnings of the branch, the balance being paid to the Durbar.

(v) *Rates and fares.*—To be the same as may, from time to time, be in force on the North Western railway.

(vi) *Special obligations as to the conveyance of—*

(a) Mails, troops, police, high officials and stores of both the Government and the Durbar.—
(b) Government and Durbar bullion and coin, and the persons in charge thereof.— } To be carried on the same general conditions and at the same rates as may for the time being be in force on the North Western railway.

(vii) *Power of the Government to determine agreement.*—
(viii) *Power of the Durbar to surrender agreement.*— } The agreement is terminable on the 1st January or 1st July in any year after 1935, on six months' notice given by either party to the other. The Government may also determine the agreement at any time, on six months' notice, should either the North Western railway or the Bahawalpur Durbar fail to observe their respective obligations.

Upon the determination of the agreement the North Western railway shall give to the Bahawalpur Durbar possession of the Khanpur-Chachran railway, together with all its belongings and moneys then payable to it, after which the Bahawalpur Durbar shall indemnify the North Western railway against all debts and liabilities as may have been incurred and then be subsisting on behalf of the Khanpur-Chachran railway. The Government may also determine the agreement at any time on giving six months' notice in writing should either the North Western railway or the Durbar fail to observe their respective obligations.

(ix) *Term of contract.*—From the 1st January 1911 until 1935, subject to (vii) and (viii).

tatistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from North Western railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1911 .	22·02	13,95,947	12,861	6,431	0·46	...	6,431	0·46	22	50·00
1912 .	22·02	13,84,971	28,854	14,426	1·01	13,721	28,147	2·03	25	50·00
1st qr. of 1913.	22·02	13,95,029	6,720	3,360	0·24	13,567	16,927	1·21	23	50·00
1913-14 .	22·02	14,00,387	36,875	18,437	1·31	17,937	36,374	2·60	32	50·00
1914-15 .	22·02	14,00,328	36,516	18,257	1·30	24,179	42,436	3·03	32	50·00
1915-16 .	22·02	13,99,937	32,815	16,407	1·17	37,794	54,201	3·87	29	50·00

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (t)}}$. **NORTH WESTERN RAILWAY SYSTEM**—*contd.*

8 (*f*) Ludhiana-Dhuri-Jakhal railway (5′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Ludhiana *vid* Dhuri to Jakhal	10-4-01	78·65	78·65

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails laid on transverse sleepers of deodar.

Ballast.—The line is ballasted throughout with broken brick and kunkur.

Fencing.—Only station yards and about 100 feet on each side of level crossings are fenced.

Curves.—The sharpest curve is of 1,364 feet radius.

Gradients.—The ruling gradient is 1 in 400.

Agreement—

Dated the 6th September 1899, *between the Secretary of State and the Maler Kotla and Jhind Durbars*, as to the construction, maintenance and working.

Main provisions of agreement—

(i) *Land.*—Provided free of cost by the Government in the case of British territory and by the Durbars concerned in the case of Native States' territory up to the date of the agreement of 1899; thereafter all land provided by the Maler Kotla and Jhind Durbars is debited to capital.

(ii) *Government aid.*—The Government constructed the line (from funds supplied in the ratio of $\frac{4}{5}$ths, and $\frac{1}{5}$th, respectively, by the Jhind and Maler Kotla Durbars, whose property it is), and manage, maintain, stock and work it, through the agency of the North Western railway, as part of its system.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } For management, maintenance, provision of rolling-stock and working, the North Western railway retain 55 per cent, which has, with effect from the 1st January 1913, in pursuance of Foreign Department Memoranda Nos. 2044-I. B. and 2302-I. B., dated, respectively, the 27th September and 5th November 1912, been reduced to 52 per cent, of the gross earnings; and the balance is paid to the Jhind and Maler Kotla Durbars to be divided between them in the ratio of $\frac{4}{5}$ths to the former and $\frac{1}{5}$th to the latter.

(v) *Rates and fares.*—To be the same as may, from time to time, be in force on the North Western railway.

(vi) *Special obligations as to the conveyance of—*

(*a*) Mails, troops, police, high officials and stores, both of the Government and the Durbars.—
(*b*) Bullion and coin of Government and the Durbars, and the persons in charge thereof.— } To be carried on the same general conditions and at the same rates as may for the time being be in force on the North Western railway.

(vii) *Power of the Government to determine agreement.*—
(viii) *Power of the Durbars to surrender agreement.*— } Either party may determine the agreement on the 1st January or 1st July in any year by giving six months' notice to the other. Upon the determination of the agreement the North Western railway will give to the Maler Kotla and Jhind Durbars possession of the railway, all its belongings and moneys then payable to them, after which the Durbars will indemnify the North Western railway against all debts and liabilities as may have been incurred and then be subsisting on behalf of the Ludhiana-Dhuri-Jakhal railway. The Government may also determine the contract at any time on six months' notice in writing should either the North Western railway or the Durbars fail to observe their respective obligations.

(ix) *Term of contract.*—From the 6th September 1899 to the 31st December 1904 and thereafter as noted under (vii) and (viii).

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (t)}}$. **NORTH WESTERN RAILWAY SYSTEM**—*contd.*

8 (*t*) Ludhiana-Dhuri-Jakhal railway (5′ 6″ gauge)—*concld.*

Statistics of working (Those for the periods prior to 1906 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open, and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1906	78·65	41,70,608	6,44,063	2,89,829	6·95	157	55·00
1907	78·65	41,81,658	6,45,356	2,90,410	6·94	158	55·00
1908	78·65	41,86,647	6,24,593	2,81,067	6·71	153	55·00
1909	78·65	41,89,158	6,13,490	2,76,070	6·59	150	55·00
1910	78·65	41,88,289	8,30,707	3,73,818	8·92	203	55·00
1911	78·65	41,92,181	6,55,093	2,94,792	7·03	160	55·00
1912	78 65	41,91,995	7,16,119	3,22,253	7·68	175	55·00
1st qr. of 1913	78·65	41,96,109	2,00,611	90,275	2·15	196	55·00
1913-14	78·65	42,19,576	8,92,734	4,34,531	10·30	218	51·33
1914-15	78·65	42,37,467	7,49,354	3,59,690	8·49	183	52·00
1915-16	78·65	42,53,978	9,08,985	4,36,313	10·26	221	52·00

8 (*g*) Mandra-Bhaun railway (5′ 6″ gauge)—

Date of registration of the Company.—13th November 1913.

The construction of this line by the North Western railway for the Mandra-Bhaun Railway Company was sanctioned under Railway Board's Notification No. 355, dated the 3rd December 1913.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Mandra to Dhudial	1-5-15	27·25	
Dhudial to Chak Naurang	1-6-15	4·25	
Chak Naurang to Chakwal	1-9-15	7·86	
Chakwal to Bhaun	15-1-16	7·02	
TOTAL	...	...	46·38

Details of construction—

Permanent-way.—The permanent-way consists of second-hand 60-lb. flat-footed steel rails laid on creopine sleepers for 11 miles and on second-hand steel trough sleepers for the remainder.

Ballast.—The line is ballasted with stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 100 compensated.

Contract—

Dated the 15th October 1914 *between the Secretary of State and the Mandra-Bhaun Railway Company,* as to the construction, maintenance, management and working of the Mandra-Bhaun railway :—

Main provisions of contract—

(*i*) *Land*—Provided by the Government free of cost to the Company.

(*ii*) *Government aid*—The line was constructed by the Government (from funds supplied by the Mandra-Bhaun Railway Company whose property it is) and is managed, maintained, stocked and worked through the agency of the North Western railway as if it were part of its system.

By way of rebate the Government allow to the Company, in respect of each year, such a sum, not exceeding the net earnings of the North Western railway derived from all traffic (except stores) interchanged between the North Western railway and the said Railway as shall, together with the net earnings of the Company, be equal to the interest for the year at a rate of 5 per cent per annum on the share capital of the Company for the time being paid up. They also allow Rs. 7,200 on account of office expenses and expenses of management of the Company, as also actual expenses connected with the direction of the Company, etc.,

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (}a\text{) to (}t}$ · **NORTH WESTERN RAILWAY SYSTEM**—*contd.*

8 (*g*) Mandra-Bhaun railway (5′ 6″ gauge)—*concld.*

Main provisions of contract—*concld.*

specified in clause 7 of schedule II of the Agreement, as well as such legal expenses as may be properly incurred by the Company and approved by the Secretary of State or the Government of India and as are debitable to revenue :—

(*iii*) *Terms of working.*—
(*iv*) *Distribution of profits.*— } For management, maintenance, working and provision of rolling-stock the Government retain 50 per cent of the gross earnings in each half-year of the Mandra-Bhaun railway ; the remainder, constituting the net earnings, is paid to the Company.

But should the net earnings of the Company in any year exceed the minimum amount sufficient to pay a dividend of 5 per cent per annum, such excess is to be applied towards the payment of office expenses and expenses of management and direction of the Company for the year referred to under (*ii*) the balance, if any, being divided equally between the Government and the Company. Provided that if the surplus profits are insufficient to meet the administration charges, the balance will be paid to the Company by the Working Agency out of the stipulated amount retained by the Working Agency as working expenses.

(*v*) *Rates and fares.*—To be sanctioned by the Secretary of State within the maximum and minimum in force on, and the classification of goods to be in conformity with that of, the Working Agency.

(*vi*) *Special obligations as to the conveyance of* :—

(*a*) Mails, troops, police, high Government officials and Government stores.
(*b*) Government bullion and coin and the persons in charge thereof.

} To be conveyed at the same rates and under the same arrangements as apply to the North Western railway.

(*vii*) *Powers of Government to determine contract.*—The Government may, by giving 12 months previous notice in writing of purchase, determine the contract either on the 31st day of March 1947 or on the 31st day of March of the last year of any subsequent period of 10 years, by paying to the Company in rupees 25 times the average yearly net earnings (excluding payments on account of rebate) during the last preceding 3 years subject to a limit of 20 per cent in excess of, but not less than, the total capital expenditure of the Company.

The Government may also, by giving 'notice of special purchase', determine the contract at any time in the following cases :—

(*a*) when it is considered desirable to alter the gauge of the railway ;

(*b*) when it is considered desirable to convert the railway into a line of through communication ; and

(*c*) when it is considered desirable to extend the railway and the Company is unable or unwilling to provide funds for such extension.

If the contract be determined 'by notice of special puchase' the Government will pay to the Company 25 times the average yearly net earnings (excluding payments on account of rebate) during the 3 years preceding the purchase, or 115 per cent of the total capital expenditure, whichever may be the greater.

(*viii*) *Power of the Company to surrender contract.*—*Nil.*

(*ix*) *Term of contract.*—From 15th October 1914 to 30th March 1947 and thereafter as noted under (*vii*)—

Statistics of working :—

Year.	Mileage open at end of the year.	Total capital outlay, including suspense, to end of the year, *i.e.*, outlay on (*i*) lines open, and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from North Western Railway (+), or share of surplus profits payable to Government (—).	Total income (column + or — column 7)	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1915-16	46·38	21,35,280	20,484	10,242	0·48	...	10,242	0·42	8	50·00

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (t)}}$. NORTH WESTERN RAILWAY SYSTEM—*contd.*

8 (*h*) Phagwara-Rahon railway (5′ 6″ gauge)—

Date of registration of the Company.—27th February 1914.

The construction of the line by the Hoshiarpur Doab Branch Railways Company was authorised by the Railway Board in their letter No. $\frac{657}{970}$-R.C., dated the 13th March 1914.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Phagwara to Kariah	1-4-15	17·84	...
Kariah to Rahon	27-5-15	8·00	...
TOTAL OPEN MILAGE	...	...	25·84
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—			
Nawashahr to Jaijon (7th March 1916)	...	19·00	19·00
GRAND TOTAL	...	...	44·84

Details of construction—

Permanent-way.—The permanent-way consists of 58½-lb. and 60 lb. flat-footed steel rails laid on deodar sleepeers. The 58½-lb. rails are in all respects, except in the width of foot, similar to the 60-lb. rails which are of British standard section.

Ballast.—The line is at present packed with sand and brick kiln spoil. The facing points, crossings, passenger platforms, level crossings, bridge approaches and sharper curves are ballasted with about 12 cubic feet per foot run of brick.

Fencing.—All important level crossings only have been provided with fencing.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 400.

Statistics of working—

Year.	Mileage open at end of the year.	Total capital outlay, including suspense, to end of the year i.e, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from North Western railway (+), *or* share of surplus profits payable to Government (−).	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1915-16	25·84	12,97,446	1,26,562	63,281	4·27	...	63,281	4·87	94	50·00

8 (*i*) Rajpura-Bhatinda railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Rajpura to Patiala	1-11-84	16·00	
Bhatinda	13-10-89	92·04	
TOTAL	...	...	108·04

Details of construction—

Permanent-way.—The line from Rajpura to Patiala is laid with 68-lb. bull-headed steel rails on deodar sleepers, and from Patiala to Bhatinda with 75-lb. flat-footed steel rails on deodar sleepers.

Ballast.—The line is ballasted throughout with broken brick.

Fencing.—The line is fenced between Rajpura and Patiala at station yards, and 100 feet on each side of level crossings between Patiala and Bhatinda.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 250.

Agreement—

Dated the 30th January 1893, *between the Secretary of State and the Patiala Durbar*, as to management, maintenance and working.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (t)}}$ **NORTH WESTERN RAILWAY SYSTEM—*contd.***

8 (*i*) Rajpura-Bhatinda railway (5′ 6″ gauge)—***concld.***

Main provisions of agreement—

(i) *Land.*—For original construction was provided free of cost by the Patiala Durbar ; the cost of that provided after 13th October 1889 (the date on which the agreement came into force) is debited to capital.

(ii) *Government aid.*—The line, which is the property of the Patiala Durbar, is managed, maintained stocked and worked by the Government through the agency of the North Western railway as part of its system from the 13th October 1889.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } For management, maintenance, provision of rolling-stock and working the North Western railway retains 55 per cent of the gross earnings (reduced to 52 per cent from 1st January 1904, in accordance with the Government of India, Public Works Department, No. $\frac{817}{818}$ R.T., dated the 5th October 1903, to the address of the $\frac{\text{Government of the Punjab}}{\text{Manager, North Western railway}}$) and the balance is paid to the Patiala Durbar.

(v) *Rates and fares.*—To be the same as may, from time to time, be in force on the North Western railway.

(vi) *Special obligations as to the conveyance of—*

(*a*) Mails, troops, police, high officials and stores both of the Government and of the Durbar.—
(*b*) Government and Durbar bullion and coin, and the persons in charge thereof.— } To be carried on the same general conditions and at the same rates as may for the time being be in force on the North Western railway.

(vii) *Power of the Government to determine agreement.*—
(viii) *Power of the Durbar to surrender agreement.*— } The agreement is terminable on the 1st January or the 1st July in any year on six months' previous notice being given by either party to the agreement to the other. The Government may also determine the contract at any time on six months' notice in writing, should either the North Western railway, or the Patiala Durbar, fail to observe their respective obligations. Upon the determination of the agreement the North Western railway will give to the Patiala Durbar possession of the railway, all its belongings and moneys then payable to it, after which the Patiala Durbar will indemnify the North Western railway against all debts and liabilities as may have been incurred and then be subsisting on behalf of the Rajpura-Bhatinda railway.

(ix) *Term of agreement.*—From 13th October 1889 to the 31st December 1892, and thereafter as noted under (vii) and (viii).

Statistics of working (Those for the periods prior to 1905 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open, and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1905	107·05	67,18,831	12,53,390	6,01,628	8·95	225	52·00
1906	107·05	68,02,580	11,87,134	5,69,825	8·38	213	52·00
1907	107·05	68,14,790	14,80,997	7,10,878	10·43	266	52·00
1908	107·05	68,52,951	13,74,351	6,59,689	9·63	247	52·00
1909	106·45	68,69,482	13,15,393	6,31,388	9·19	237	52·00
1910	106·45	68,92,203	13,91,108	6,67,731	9·68	251	52·00
1911	107·01	69,89,254	16,30,470	7,82,625	11·20	293	52·00
1912	108·04	70,42,212	20,20,809	9,74,788	13·84	363	52·00
1st qr. of 1913. .	108·04	70,73,101	4,35,345	2,08,966	2·95	310	52·00
1913-14 . . .	108·04	71,54,893	19,79,514	9,50,167	13·28	352	52·00
1914-15 . . .	108·04	72,49,445	13,42,862	6,44,574	8·89	239	52·00
1915-16 . . .	108·04	72,75,107	16,73,791	8,03,419	11·04	296	52·00

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (t)}}$ **NORTH WESTERN RAILWAY SYSTEM—***contd.*

8 (*j*) Sialkot-Narowal railway (5′ 6″ gauge)—

Date of registration of the Company.—21st July 1914.

The construction of this line by the North Western railway for the Sialkot-Narowal Railway Company was sanctioned under Railway Board's Notification No. 19, dated the 26th January 1915.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Sialkot to Kila Sobha Singh	10-11-15	27·15	
Kila Sobha Singh to Narowal	10-1-16	11·00	
TOTAL	...	...	38·15

Details of construction—

Permanent-way.—The permanent-way consists of new 60-lb. flat-footed British standard section steel rails laid on new wooden sleepers.

Ballast.—The line is ballasted with shingle with a bottom layer of brick ballast.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 2,865 feet radius.

Gradients.—The ruling gradient is 1 in 500.

Contract—
Main provisions of contract— } The line has been constructed and is being maintained and worked under the terms of a contract which is under consideration.

Statistics of working—

Year.	Mileage open at end of the year.	Total capital outlay, including suspense to end of the year, i.e., outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from, the N. W. Ry. (+), or share of surplus profits to, (—), the Government.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.			Rs.		Rs.	
1915-16	38·15	24,47,581	27,067	13,533	0·55	...	13,533	0·55	14	50·00

8 (*k*) Southern Punjab railway (Main line) (5′ 6″ gauge).

Chairman.—Sir Bradford Leslie, K.C.I.E.

Secretary.—E. J. Shepherd, Esq.

Offices.—Egypt House, 36, New Broad Street, London, E.C.

Date of registration of the Company.—30th July 1895.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (t)}}$. **NORTH WESTERN RAILWAY SYSTEM**—*contd.*

8 (*k*) Southern Punjab railway (Main line) (5′ 6″ gauge).—*contd.*

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Main line—					
Delhi *vid* Bhatinda to Samasata	10-11-97	399·89			
Independent entrance from Delhi Brewery to Delhi.	20-12-09	0·79			
			400·68		
Branch—					
Narwana to Kaithal	*1-2-99	23·88			
			23·88		
TOTAL . .	...	...	...	424·06	* For goods traffic. Opened for passenger traffic —8th March 1899.
DOUBLE LINE—					
Between Delhi Brewery Cabin Junction and Delhi Kishengunge.	1-1-12	0·19			
	1-7-12	1·37			
			1·56		

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails laid on transverse sleepers of creosoted pine, deodar and jarrah.

Ballast.—The line is ballasted throughout with broken brick and stone.

Fencing.—The line is fenced from Delhi Kishengunge to Nangloi (8·80 miles) only.

Curves.—The sharpest curve is of 2,100 feet radius.

Gradients.—The ruling gradient is 1 in 333.

Contracts—

Dated the 13th August 1895 (called the principal contract), *between the Secretary of State and the Southern Punjab Railway Company*, as to the construction, management, maintenance and working.

Dated the 4th May 1899 (supplemental to the contract of 1895), *between the Secretary of State and the Southern Punjab Railway Company*, as to the construction, management, maintenance and working of the Narwana-Kaithal branch.

Dated the 4th June 1903 (supplemental to the contract of 1895), *between the Secretary of State and the Southern Punjab Railway Company*, as to the adoption of 1*s.* 4*d.* per rupee as the "prescribed" rate of exchange.

Dated the 4th October 1905 (supplemental to the contracts of 1895, 1899 and 1903), *between the Secretary of State and the Southern Punjab Railway Company*, as to the construction, management, maintenance and working of the Southern Punjab "Ludhiana" Extension.

Dated the 14th May 1908 (supplemental to the contracts of 1895, 1899, 1903 and 1905), *between the Secretary of State and the Southern Punjab Railway Company*, for the purpose of defining the position of the Ludhiana-Dhuri-Jakhal railway in relation to the Southern Punjab railway.

Dated the 24th June 1909 (supplemental to the contracts of 1895, 1899, 1903, 1905 and 1908), *between the Secretary of State and the Southern Punjab Railway Company*, as to the construction, management, maintenance and working of the Sutlej Valley railway.

Dated the 9th July 1912 (supplemental to the contracts of 1895, 1899, 1903, 1905, 1908 and 1909), *between the Secretary of State and the Southern Punjab Railway Company*, as to the construction maintenance and working of the Jullundur Doab railway.

Dated the 20th January 1913 (supplemental to the contract of 1912), *between the Secretary of State and the Southern Punjab Railway Company*, as to the construction of the Jullundur City-Nakodar branch as part of the Jullundur Doab railway.

Dated the 22nd April 1914 (supplemental to the contracts of 1895, 1899, 1903, 1905, 1908, 1909, 1912 and 1913) *between the Secretary of State and the Southern Punjab Railway Company*, as to the adoption of the Government Financial year for the preparation of accounts, and as to the adoption of the year ending 30th September, instead of that ending 31st December, for purposes of payment of rebate and division of surplus profits.

Main provisions of contracts—

(i) *Land.*—In British territory provided by the Government free of cost to the Company. As to that in the territories of any Native State, the Government undertake to use their influence to acquire it for the Company, as far as possible, on the same terms.

(ii) *Government aid.*—The Government manage, maintain, stock and work the railway in all respects as far as practicable as part of the North Western Railway System; and allow to the Company in respect of each half-year, by way of rebate, on the net earnings of the North Western railway from traffic interchanged with the Southern Punjab railway and from all traffic originating and terminating at stations of the North Western railway (including the stations at Delhi and

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (k)}}$ **NORTH WESTERN RAILWAY SYSTEM**—*contd.*

8 (k) Southern Punjab railway (Main line) (5′ 6″ gauge)—*concld.*

Main provisions of contracts—*concld.*

Samasata, respectively, but not including the stations of the Patiala State railway) as shall be sent over the said railway by the North Western railway in exercise of the power conferred upon, or reserved to, it by sub-clause 5 of clause 18 of the contract of 1895, such a sum (not exceeding the net earnings of the North Western railway) from the traffic above specified as together with the Company's net earnings, make up an amount equal to interest for the year at 3½ per cent per annum on the actual expenditure charged in the capital account.

(iii) *Terms of working.*—For management, maintenance, provision of rolling-stock and working, the Government retain 52 per cent of the gross earnings, the remainder being the net earnings of the Company. Such net earnings, together with the rebate referred to under (ii), constitute the Company's net receipts.

(iv) *Distribution of profits.*—Surplus profits in excess of 3¾ per cent per annum on the total expenditure of the Company in sterling are divisible equally at the close of each year between the Government and the Company, provided that, after the completion of the Ludhiana Extension, a sum of £5,000 per annum is deducted from the net receipts of the Company's existing lines for administrative expenses in England and India before division of profits.

(v) *Rates and fares.*—To be fixed by the Government within the maxima and minima for the time being in force on the North Western railway.

(vi) *Special obligations as to the conveyance of—*

(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—

} To be conveyed at the same rates and under the same arrangements as may be in force on State railways.

(vii) *Power of the Government to determine contract.*—Government may, by giving twelve months' notice, determine the contract and acquire the line on the 31st December 1929, or on the 31st December 1934 or on the 31st December of the last year of any subsequent period of ten years except the period expiring on 31st December 1954, paying to the Company in sterling a sum equal to 25 times the yearly average of the Company's share of the net earnings of the railway during the last preceding five years, provided that such sum shall not exceed by more than 20 per cent the total capital expenditure of the Company in sterling nor be less than such capital expenditure. Government may also determine the contract on the 31st December 1954 by paying to the Company in sterling a sum equal to the total capital expenditure in sterling.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract* [*if not determined under* (vii) *or* (viii)].—None specified.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open, and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from N. W. Ry., (+), *or* share of surplus profits payable to the Secretary of State in England, (—).	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.	Remarks.
1	2	3	4	5	6	7	8	9	10	11	12
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.		
1897 .	399·80	1,99,08,812	1,61,038	77,298	0·39	+19,942	97,240	0·49	52	52·00	Adjustments under the Cripps' award were brought into account in 1901, but in these statistics they have been adjusted and allocated to the proper years.
1898 .	399·80	2,23,62,921	16,29,122	7,81,978	3·49	...	7,81,978	3·49	74	52·00	
1899 .	423·18	2,26,68,262	16,11,010	7,73,285	3·41	+17,318	7,90,603	3·48	73	52·00	
1900 .	423·93	2,26,57,063	16,36,280	7,89,360	3·48	+3,562	7,92,922	3·50	74	52·00	
1901 .	423·93	2,25,70,734	24,96,333	11,98,240	5·31	—2,53,275	9,44,965	4·19	113	52·00	
1902 .	424·72	2,27,93,660	19,41,541	9,31,940	4·09	—89,973	8,41,967	3·69	88	52·00	
1903 .	425·33	2,28,27,906	21,59,158	10,36,396	4·54	—1,16,614	9,19,782	4·03	98	52·00	
1904 .	425·33	2,29,43,454	27,47,442	13,18,772	5·74	—2,40,817	10,77,955	4·70	124	52·00	
1905 .	425·33	2,30,13,696	36,40,372	17,47,379	7·59	—4,54,082	12,93,297	5·62	165	52·00	
1906 .	425·33	2,31,30,148	41,67,059	20,00,188	8·65	—5,76,959	14,23,229	6·15	188	52·00	
1907 .	423·75	2,31,79,761	50,37,456	24,17,978	10·43	—7,76,243	16,41,735	7·08	228	52·00	
1908 .	423·75	2,33,22,671	44,44,156	21,33,194	9·14	—6,28,229	15,04,965	6·45	202	52·00	
1909 .	424·06	2,35,69,982	33,15,733	15,91,551	6·75	—3,56,959	12,34,592	5·24	150	52·00	
1910 .	424·06	2,39,18,571	43,21,320	20,74,254	8·67	—5,94,776	14,79,458	6·19	196	52·00	
1911 .	424·06	2,43,04,411	50,29,087	24,13,962	9·93	—7,56,864	16,57,098	6·82	228	52·00	
1912 .	424·06	2,47,35,830	58,22,883	28,23,784	11·41	—9,56,408	18,67,376	7·55	267	52·00	
1st qr. of 1913.	424·06	2,49,47,567	10,97,941	5,27,012	2·11	—1,47,261	3,79,751	1·52	199	52·00	
1913-14 .	424·06	2,56,22,112	57,93,323	27,80,795	10·85	—9,22,290	18,58,505	7·25	263	52·00	
1914-15 .	424·06	2,62,48,269	52,97,182	25,42,648	9·69	—7,77,584	17,65,064	6·72	240	52·00	
1915-16 .	424·06	2,70,79,223	63,24,290	30,34,181	11·20	—10,22,377	20,11,804	7·43	285	52·00	

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 8 / Sub-heads (*a*) to (*t*). **NORTH WESTERN RAILWAY SYSTEM—*contd.***

8 (*l*) Southern Punjab railway (Jullundur Doab Extension) (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Main line—					
Jullundur City to Kapurthala	*23-6-12	12·72			
Kapurthala to Sultanpur Lodi	*26-8-12	16·56			*For goods traffic. Opened for passenger traffic—1st January 1913.
Sultanpur Lodi to Lohian Khas	1-1-13	4·48			
Lohian Khas to Gidarpindi	10-1-14	3·82			
Gidarpindi to Makhu	14-4-14	8·29			
Makhu to Ferozepore Cantonment	11-8-13	26·43			
			72·30		
Phillaur extension—					
Lohian Khas to Phillaur	1-6-13	38·99			
			38·99		
Jullundnr City-Nakodar branch—					
Jullundur City to Nakodar.	30-5-14	18·90			
			18·90		
GRAND TOTAL	...	...	...	130·19	

Details of construction—

Permanent-way.—The permanent-way consists of 78-lb. double-headed rails on Bradford Leslie pattern cast iron plate sleepers, of 75-lb. flat-footed British standard rails on deodar sleepers with bearing plates at bridges, points and crossings and of 60-lb. flat-footed British standard rails on deodar sleepers on goods and minor sidings.

Ballast.—The line is being ballasted with sand and broken brick.

Fencing.—The line is unfenced except round station yards and at level crossings.

Curves.—The sharpest curve is of 1910 feet radius.

Gradients.—The steepest gradient is 1 in 222.

Contracts—

Dated 9th July 1912, *between the Secretary of State and the Southern Punjab Railway Company*, as to the construction, maintenance and working of the Jullundur Doab railway, supplementary to the provisions of the contract of the 13th August 1895 (called the principal contract) and of the contracts of the 4th May 1899, the 4th June 1903, the 4th October 1905, the 14th May 1908 and the 24th June 1909, between the Secretary of State and the Southern Punjab Railway Company.

Dated the 20th January 1913 (supplemental to the contract of 1912), *between the Secretary of State and the Southern Punjab Railway Company*, as to the construction of the Jullundur-Nakodar chord as part of the Jullundur Doab Railway.

Main provisions of contracts—

(i) *Land*.—Land in British territory provided by the Government free of cost, and that in Native State (not being waste land) on payment of compensation by the Company, unless the Durbar waive their claim to such compensation.

(ii) *Government aid*.—The Government manage, maintain, stock and work the railway in all respects as far as practicable as a part of the North Western railway system and allow to the Company in respect of this line, for each year, by way of rebate, on the net earnings of the North Western railway, such a sum (not exceeding the amount of such net earnings of the North Western railway) as together with the net earnings of the Jullundur Doab Railway will be equal to interest for such year at the rate of 4½ per cent on the capital expenditure of the Company on the Jullundur Doab railway as charged to the Capital Account, provided that if in any year the rebate so ascertained shall exceed the aggregate of the following two sums:—

(*a*) net earnings of the North Western railway from its traffic interchanged with the Jullundur Doab railway and between the Jullundur Doab Railway and foreign lines passing by way of the North Western railway and from traffic originating and terminating at stations on the North Western railway (including the stations at Delhi, Samasatta, Ferozepore, Ludhiana, Kasur, and Lodhran, Jullundur and Phillaur but not stations of the Patiala railway and including also stations on the Amritsar-Patti railway and stations on any lines joining the North Western railway at Jullundur or Phillaur from the North or the East) and sent over the Jullundur Doab railway, other than the traffic which is subject to rebate under clause 23 of the contract of 1895 or clause 12 of the contract of 1905 or clause 13 of the contract of 1909 or under all such clauses.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (l)}}$. **NORTH WESTERN RAILWAY SYSTEM**—*contd.*

8 (*l*) Southern Punjab railway (Jullundur Doab Extension) (5′ 6″ gauge)—*concld.*

Main provisions of contracts—*concld.*

(*b*) such surplus of net earnings of the North Western railway in respect of traffic which is subject to rebate under clause 23 of the contract of 1895 or clause 12 of the contract of 1905 or clause 13 of the contract of 1909 or under all or any of such clauses, as shall remain after satisfying claims under such clauses or either of them (if any),

then the rebate for such year shall be reduced to an amount equal to the aggregate of the said two sums.

(iii) *Terms of working.*—For management, maintenance, provision of rolling-stock and working Government retain 52 per cent of gross earnings, the remainder being the net earnings of the Company. Such net earnings together with the rebate referred to under (ii) above constitute the Company's net receipts.

(iv) *Distribution of profits.*—Surplus profits in excess of 4½ per cent per annum on the total capital expenditure of the Company are divisible at the close of each year between the Company and the Secretary of State in the proportion of ¼th to the Company and ¾ths to the Secretary of State subject to the provisions laid down in clause 26 of the contract of 1912.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
(vii) *Power of the Government to determine contract.*—
(viii) *Power of the Company to surrender contract.*—
(ix) *Term of contract* [*if not determined under* (*vii*) *and* (*viii*)].—

As noted under 8 (*k*), Southern Punjab railway (main line) (5′ 6″ gauge).

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly undr construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from North Western railway (+), or share of surplus profits payable to the Secretary of State in England. (—).	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1912 .	28·25	1,01,82,301	8,129	3,902	0·03	...	3,902	0·03	13	52·00
1st qr. of 1913	32·73	1,10,18,745	29,673	14,243	0·13	+17,649	31,892	0·29	70	52·00
1913-14 .	102·97	1,32,49,258	2,62,639	1,26,067	0·95	+1,72,394	2,98,461	2·25	60	52·00
1914-15 .	133·48	1,31,82,305	4,49,006	2,15,523	1·64	+3,52,781	5,68,304	4·33	65	52·00
1915-16 .	130·19	1,32,91,134	4,52,087	2,17,002	1·63	+5,57,498	7,74,500	5·82	66	52·00

8 (*m*) Southern Punjab railway (Ludhiana extension) (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Remarks.
1	2	3	4	5
Ludhiana to Ferozepore	*10-6-05	76·68		* For goods traffic Opened for passenger traffic—1st October 1905.
Ferozepore to MacLeod Ganj	10-2-06	75·36		
TOTAL ...	...	...	152·04	

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails on Australian jarrah and deodar sleepers.

Ballast.—The line is ballasted with brick and stone.

Fencing.—Only station yards, and short lengths on either side of all level crossings where gates and gate lodges have been provided, are fenced.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (t)}}$. **NORTH WESTERN RAILWAY SYSTEM—*contd.***

8 (*m*) Southern Punjab railway (Ludhiana Extension) (5′ 6″ gauge)—*concld.*

Details of construction—*concld.*

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 400.

Main provisions of contracts—

This extension is worked by the Government, through the agency of the North Western railway as a part of the Southern Punjab railway under the provisions of the contracts noted under 8(*k*), Southern Punjab railway (main line) (5′ 6″ gauge), except as follows :—

(i) *Government aid.*—The Government allow to the Company, in respect of each half-year, a rebate on the net earnings of the North Western railway derived from—

(*a*) the traffic interchanged between the North Western railway and this railway, whether directly or by way of the other railways of the Company ;

(*b*) all traffic originating and terminating at stations of the North Western railway (including the stations at Delhi, Samasata, Ferozepore and Ludhiana respectively, but not including stations of the Patiala State railway) which shall be sent over this railway by the North Western railway in exercise of the power conferred upon, or reserved to, it by sub-clause 5 of clause 18 of the contract of 1895 ; and

(*c*) coaching traffic between Ludhiana and Ferozepore over and above the average earnings of the North Western railway from such traffic during the corresponding half-year in the five years preceding the opening of this line.

Such rebate to be of an amount which shall not exceed the amount of the said net earnings, and which, when added to all allowances by way of rebate made to the Company under the provisions of the contracts of 1895 and 1899 in respect of the same half-year, shall not exceed the net earnings of the North Western railway from all traffic interchanged with or sent over any part of the Company's lines (including this line), but which, subject as aforesaid, shall extend to an amount sufficient, with the net earnings of this line, to make up interest at the rate of 5 per cent per annum on the capital expenditure of the Company in respect of this line as charged in the capital account.

Provided that the Company shall not in any half-year be entitled, under clause 12 of the contract of 1905, to any rebate in respect of traffic which is also the subject of rebate under clause 23 of the contract of 1895 and if to the extent to which in that half-year the sum required to make up the earnings of the Company to 3½ per cent under clause 23 of the contract of 1895 would have been insufficient for that purpose without taking into account such traffic or some part thereof, but any surplus of net earnings of the North Western railway in respect of traffic which is subject to rebate both under the first part of clause 12 of the contract of 1905, and also under the contract of 1895 which shall remain after satisfying any claim under the contract of 1895, shall nevertheless be applicable to meet any claim of the Company to rebate under clause 12 of the contract of 1905.

(ii) *Distribution of profits.*—Surplus net receipts in excess of 5 per cent per annum on the Company's total capital expenditure in respect of the extension are divisible at the close of each year in the proportion of ¼th to the Company and ¾ths to the Government.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from North Western railway, (+), *or* share of surplus profits payable to the Secretary of State in England, (−).	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1905 .	77·05	70,09,669	73,332	35,200	0·50	+10,500	45,700	0·65	33	52·00
1906 .	155·05	79,33,781	6,29,557	3,02,187	3·81	+56,692	3,58,879	4·52	78	52·00
1907 .	152·04	83,43,814	8,98,142	4,31,108	5·17	−15,147	4,15,961	4·99	113	52·00
1908 .	152·04	87,92,087	8,31,931	3,99,327	4·54	+29,270	4,28,597	4·87	105	52·00
1909 .	152·04	89,06,132	7,88,692	3,78,573	4·25	+65,713	4,44,286	4·98	100	52·00
1910 .	152·04	89,40,892	10,03,716	4,81,784	5·39	−24,458	4,57,326	5·11	127	52·00
1911 .	152·04	89,83,708	10,90,618	5,23,497	5·82	−56,014	4,67,483	5·20	138	52·00
1912 .	152·04	90,15,837	11,77,568	5,65,233	6·26	−84,060	4,81,173	5·34	149	52·00
1st qr of 1913 .	152·04	90,16,169	2,89,228	1,38,349	1·53	−19,327	1,19,022	1·32	146	52·00
1913-14 .	152·04	91,86,178	13,47,598	6,46,347	7·04	−1,41,400	5,05,447	5·50	170	52·00
1914-15 .	152·04	92,45,584	12,04,864	5,78,334	6·25	−87,210	4,91,124	5·31	152	52·00
1915-16 .	152·04	92,71,455	12,50,601	6,00,289	6·47	−1,02,821	4,97,468	5·37	157	52·00

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (l)}}$. NORTH WESTERN RAILWAY SYSTEM—*contd.*

8 (*n*) Southern Punjab railway (Sutlej Valley Extension) (5′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Kasur to Lodhran	6-7-10	208·19	208·19

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails on Australian jarrah wood sleepers for main line and main loops and 60-lb. flat-footed rails on jarrah and deodar sleepers for other sidings.

Ballast.—The line is ballasted with broken brick and stone.

Fencing.—Only station yards and short lengths on each side of level crossings provided with gates are fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 500.

Main provisions of contract—

This railway is worked by the Government, through the agency of the North Western railway as a part of the Southern Punjab railway under the provisions of the contracts noted under 8 (*k*) Southern Punjab railway (Main line) (5′ 6″ gauge), except as follows:—

(i) *Government aid.*—The Government allow to the Southern Punjab Railway Company, for each half-year, by way of rebate, on the net earnings of the North Western railway, such a sum (not exceeding the amount of such net earnings of the North Western railway) as, together with the net earnings of the Company in respect of this railway, will be equal to interest at 4½ per cent per annum on the Company's total capital expenditure on the Sutlej Valley railway, provided that if in any year the rebate so ascertained shall exceed the aggregate of—

(*a*) the net earnings of the North Western railway from its traffic interchanged with the Sutlej Valley railway and from traffic originating and terminating at stations on the North Western railway (including the stations at Delhi, Samasata, Ferozepore, Ludhiana, Kasur and Lodhran, but not including stations of the Rajpura-Bhatinda railway) and sent over the Sutlej Valley railway, other than the traffic which is subject to rebate under clause 23 of the contract of 1895 or clause 12 of the contract of 1905 or under both these clauses, and

(*b*) such surplus (if any) of net earnings of the North Western railway in respect of traffic which is subject to rebate under clause 23 of the contract of 1895 or clause 12 of the contract of 1905 or under both these clauses, as shall remain after satisfying claims under such clauses or either of them (if any),

then the rebate for such year shall be reduced to an amount equal to the aggregate of the said two sums.

(ii) *Distribution of profits.*—Surplus net receipts in excess of 4½ per cent per annum on the Company's total capital expenditure on the Sutlej Valley railway are divisible at the close of each year in the proportion of ¼th to the Company and ¾ths to the Government.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from North Western railway, (+), *or* share of surplus profits payable to the Secretary of State in England, (—).	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1910 .	209·46	*1,54,94,559	2,89,668	1,39,041	0·90	+1,85,209	3,24,250	2·14	54	52·00
1911 .	208·19	1,52,17,748	5,66,486	2,71,914	1·79	+4,03,911	6,75,825	4·44	52	52·00
1912 .	208·19	1,52,28,474	5,17,652	2,48,473	1·63	+4,39,385	6,87,858	4·52	48	52·00
1st qr. of 1913 .	208·19	1,52,33,176	1,30,630	62,702	0·41	+1,08,963	1,71,665	1·13	48	52·00
1913-14 .	208·19	1,52,73,939	6,77,949	3,25,415	2·13	+3,60,743	6,86,158	4·49	63	52·00
1914-15 .	208·19	1,52,98,482	6,00,181	2,88,087	1·88	+3,99,533	6,87,620	4·49	55	52·00
1915-16 .	208·19	1,52,63,858	6,40,764	3,07,566	2·01	+5,73,778	8,81,344	5·77	59	52·00

*Includes Rs. 3,24,250 adjusted in 1911.

8 (*o*) Jacobabad-Kashmor railway (2′ 6″ gauge)—

Date of registration of the Company.—30th April 1913.

The construction of this line by the Upper Sind Light Railways, Jacobabad-Kashmor Feeder, Limited, was sanctioned under Railway Board's Notification No. 282, dated the 16th October 1913.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (t)}}$. **NORTH WESTERN RAILWAY SYSTEM**—*contd.*

8 (*o*) Jacobabad-Kashmor railway (2′ 6″ gauge)—*concld.*

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Jacobabad to Kashmor	1-12-14	76·70	76·70

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails on sâl sleepers.
Ballast.—The line is not ballasted.
Fencing.—The line is unfenced, except round Jacobabad station yard.
Curves.—The sharpest curve is of 573 feet radius.
Gradients.—The ruling gradient is 1 in 200.

Agreement—

This line was constructed by the Upper Sind Light Railways, Jacobabad-Kashmor Feeder, Limited, and is being maintained, managed and worked by the North Western railway under the terms of an agreement which is under consideration.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from North Western railway (+), or share of surplus profits payable to the Secretary of State in England (—).	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1914-15 .	76·70	20,99,487	31,,20	11,781	0·56	...	11,781	0·56	16	45·00
1915-16 .	76·70	22,21,742	1,36,347	74,991	3·38	+26,442	1,01,433	4·56	34	45·00

8 (*p*) Kalka-Simla railway (2′ 6″ gauge)—

The railway was constructed by, and at the cost of, the Delhi-Umballa-Kalka Railway Company. On the representation of the Company it was decided to purchase the Company's interest in the line. This was effected by the payment of £300,000; the Secretary of State waiving all claim to arrears of unpaid interest on the advances, *viz.*, Rs. 1,16,47,512, made to the Company. The purchase of the line by the State was effected from 1st January 1906; but the Company continued to work it under the direct orders of the Railway Board up to the 31st December 1906. It was made over to the North Western railway administration with effect from the 1st January 1907.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Kalka to Simla station	9-11-03	59·44	
Simla station to Old Bullock Train Office	27-6-09	0·48	
TOTAL ...	...	...	59·92

Details of construction—

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on wooden sleepers. The 40½-lb. rails are being renewed with 60-lb. and 62-lb. flat-footed rails.
Ballast.—The line is ballasted with stone
Fencing.—The line is fenced only along the Kalka camping ground and through the outskirts of the town of Kalka.
Curves.—Most of the curves are compound, the limiting radius being 120 feet.
Gradients.—The ruling gradient is 1 in 33.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads } (a) \text{ to } (t)}$. **NORTH WESTERN RAILWAY SYSTEM—*contd.***

8 (*p*) Kalka-Simla railway (2′ 6″ gauge)—*concld*

Contract—

Nil.—The line is owned and worked by the State.

Rates and fares.—May be varied within the limits of certain fixed maxima and minima subject to certain special conditions regarding charges for tunnels.

Statistics of working (Those for the periods prior to 1906 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.	Remarks.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		
1906 .	59·44	1,77,93,538	7,64,322	3,07,125	1·73	5,90,655	—2,83,530	247	59·82	The decrease in net earnings in 1910 is mainly due to renewals of permanent-way with 60-lb. rails and charge for special renewals amounting to Rs. 2,04,056.
1907 .	59·44	1,76,82,568	9,25,979	4,05,368	2·29	5,83,663	—1,78,295	300	56·22	
1908 .	59·44	1,83,44,085	9,64,623	2,90,131	1·58	5,67,129	—2,76,998	312	69·92	
1909 .	59·92	1,88,14,812	9,81,289	2,39,679	1·27	5,81,632	—3,41,953	316	75·58	
1910 .	59·92	1,96,24,591	10,30,967	36,042	0·18	6,03,907	—5,67,865	331	96·50	
1911 .	59·92	1,96,91,570	11,54,432	3,37,867	1·71	6,22,427	—2,84,560	370	70·73	
1912 .	59·92	1,97,61,852	12,59,823	3,95,164	2·00	6,25,180	—2,30,016	404	68·63	
1st qr. of 1913 .	59·92	1,98,48,191	2,61,535	41,353	0·21	1,56,961	—1,15,608	336	84·19	
1913-14 .	59·92	1,99,24,926	13,34,402	4,48,750	2·25	6,28,187	—1,79,437	428	66·37	
1914-15 .	59·92	1,97,43,601	12,82,261	7,41,912	3·76	6,42,417	+99,495	412	42·14	
1915-16	59·92	1,97,94,816	13,47,605	7,27,659	3·67	6,39,799	+87,860	433	46·00	

8 (*q*) Kohat-Thal railway (2′ 6″ gauge)—

Originally the line was on the 2′ 6″ gauge from Khushalgarh, from which place to Kohat it was converted into 5′ 6″ gauge and merged in the North Western railway proper in 1908.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Kohat to Thal	1-4-03	61·75	61·75

Details of construction—

Permanent-way.—The line is laid partly with 41¼-lb. and partly with 35-lb. rails, on wooden sleepers.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 239 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Contract—

Nil.—The line is owned and worked by the State.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1902 . .	29·70	49,49,378	29,225	9,388	0·19	31	67·88
1903 . .	91·73	56,70,700	1,33,533	—99,560	...	34	174·56
1904 . .	91·73	60,16,204	1,61,437	—1,97,565	...	34	222·38
1905 . .	91·73	61,63,394	1,89,445	—1,25,715	...	38	166·36
1906 . .	91·73	61,72,723	2,39,257	—1,04,516	...	50	143·68
1907 . .	91·73	61,72,701	2,28,189	—1,69,984	...	48	174·42
1908 . .	61·75	42,64,510	1,06,963	—3,50,398	...	33	427·59
1909 . .	61·75	42,68,969	1,04,952	—2,34,978	...	33	323·89
1910 . .	61·75	42,77,931	1,03,605	—1,36,316	...	32	231·57
1911 . .	61·75	43,16,826	1,14,485	—1,67,880	...	36	246·64
1912 . .	61·75	43,99,955	1,22,442	—1,61,586	...	38	231·97
1st qr. of 1913 .	61·75	44,02,760	30,847	—13,648	...	38	144·24
1913-14 .	61·75	43,70,614	1,38,223	—6,799	...	43	104 92
1914-15 . .	61·75	43,90,461	1,40,484	—58,750	...	44	141·82
1915-16 .	61·75	44,14,291	1,84,518	—29,241	...	57	115·85

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (t)}}$. **NORTH WESTERN RAILWAY SYSTEM—*contd.***

8 (*r*) Nowshera-Durgai railway (2′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Nowshera to Durgai	1-1-01	40·25	40·25

Details of construction—

Permanent-way.—The permanent-way consists of 35-lb. flat-footed steel rails laid partly on wooden and partly on steel sleepers.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 250 feet.

Gradients.—The ruling gradient is 1 in 100.

Contract—

Nil.—The line is owned and worked by the State.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1901 . .	40·25	17,97,886	95,037	—60,702	...	45	163·87
1902 . .	40·25	24,92,716	1,06,949	—55,905	...	51	152·27
1903 . .	40·25	24,19,651	1,10,782	—1,848	...	53	101·67
1904 . .	40·25	25,08,059	1,45,118	3,963	6·16	69	97·29
1905 . .	40·25	25,53,071	1,41,656	—11,574	...	68	108·17
1906 . .	40·25	25,70,096	1,50,872	11,371	0·44	72	92·46
1907 . .	40·25	25,76,543	1,78,232	9,924	0·39	85	94·27
1908 . .	40·25	25,99,122	1,98,567	28,729	1·10	95	85·53
1909 . .	40·25	25,92,909	2,04,475	5,747	0·23	98	97·19
1910 . .	40·25	25,93,397	2,25,044	29,291	1·12	107	86·98
1911 . .	40·25	26,01,859	2,29,148	37,536	1·44	109	83·62
1912 . .	40·25	26,16,081	2,43,404	34,514	1·34	116	85·82
1st qr. of 1913	40·25	26,24,124	58,954	5,024	0·17	111	91·39
1913-14 .	40·25	26,30,567	2,64,088	75,928	2·88	126	71·25
1914-15 .	40·25	26,59,785	2,63,500	90,773	3·41	126	65·55
1915-16 .	40·25	26,59,334	3,27,166	1,02,400	3·85	156	68·70

8 (*s*) Trans-Indus (Kalabagh-Bannu) railway (2′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Kalabagh to Bannu	15-6-13	88·91	88·91	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION— Laki to Tank (sanctioned on 17th January 1913) . . .	...	46·48	46·48	
GRAND TOTAL .	...	...	...	135·39

Details of construction—

Permanent-way.—The permanent-way consists of new 50-lb. flat-footed steel rails, British standard section, laid on second hand deodar 5′ 6″ gauge sleepers cut down to lengths of 5′ and 5′ 6″.

Ballast.—The line is unballasted.

Fencing.—The line is unfenced, but the portion between Gambila and Bannu is being fenced.

Curves.—The sharpest curve is of 573 feet radius.

Gradients.—The ruling gradient is 1 in 50.

Contract—

Nil.—The line is owned and worked by the State.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads } (a) \text{ to } (t)}$. **NORTH WESTERN RAILWAY SYSTEM**—*concld.*

8 (*s*) Trans-Indus (Kalabagh-Bannu) railway (2′ 6″ gauge)—*concld.*

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1913-14 .	88·91	68,27,036	2,18,035	46,490	0·68	59	78·68
1914-15 .	88·91	81,82,561	3,45,918	—16,416	...	75	104·75
1915-16 .	88·91	92,27,536	3,61,248	—34,678		78	109·60

8 (*t*) Larkhana-Jacobabad railway (5′ 6″ gauge)—

Date of registration of the Company.—1916.

The construction of this line by the Sind Light Railway Company was sanctioned under Railway Board's Notification No. 452-P., dated the 9th March 1916.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Larkhana to Jacobabad (sanctioned on 9th March 1916)	...	75·45	75·45

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 9}}{\text{Sub-heads (a) to (c)}}$. **OUDH AND ROHILKHAND RAILWAY SYSTEM—**

Lines comprised in the system.—The Oudh and Rohilkhand railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Oudh and Rohilkhand railway { (5′ 6″ gauge) 1,524·35 / (3′ 3⅜″ gauge) 2·18 } . . .	1,526·53	64·55	1,591·08
(*b*) Hardwar-Dehra railway (5′ 6″ gauge)	32·04	...	32·04
(*c*) Cawnpore-Burhwal link (3′ 3⅜″ gauge)	80·34	...	80·34
Total	1,638·91	64·55	1,703·46

Running powers—

Home line over Foreign lines :—

Ghaziabad to Delhi, East Indian railway, granted for passenger and goods trains but exercised for the former only.		13·00
Meerut City to Meerut Cantonment, North Western railway, for passenger trains only		2·75
	Total	15·75

Foreign lines over Home line :—

Great Indian Peninsula railway at Cawnpore, for passenger and goods trains		0·86
,, ,, ,, ,, Cawnpore to Lucknow, for passenger trains only		44·63
East Indian railway, Moghal Sarai to Benares Cantonment, for certain passenger trains only . . .		10·00
		55·49
Bengal and North-Western railway, Cawnpore to Aishbagh, 45·03 miles, and Daliganj to Burhwal, 35·31 miles (Cawnpore-Burhwal link, 3′ 3⅜″ gauge)		80·34
,, ,, ,, ,, Benares Cantonment to Benares City . .	for passenger and goods trains.	2·18
Rohilkund and Kumaon railway, over Ramganga bridge between Bareilly and Basharatganj.		0·52
,, ,, ,, ,, ,, Dalpatpur and Moradabad		0·40
		83·44

9 (*a*) Oudh and Rohilkhand railway (5′ 6″ gauge)—

The Oudh and Rohilkhand railway was acquired by the State from the late Guaranteed Company on the 1st January 1889.

A tramway constructed at the expense of Messrs. Carew and Company connects the Rosa Sugar factory with Rosa station on the Oudh and Rohilkhand railway. This tramway is 3·25 miles long and is worked by cattle power. It is used for goods traffic only.

Date of registration of the late guaranteed Company.—August 1867.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Main line—					
Moghal Sarai to mile 3·98	22-12-62	3·98			
Mile 3·98, south of the Dufferin bridge, to Kashi (Benares Ganges) station.	1-10-87	4·25			
Kashi (Benares Ganges) station to Benares Cantonment.	18-6-88	1·50			
Benares Cantonment to Rae Bareli .	4-4-98	138·78			
Rae Bareli to Lucknow	15-10-93	43·68			
Lucknow to Sandila	1-2-72	30·24			
Sandila to Hardoi	15-7-72	33·00			
Hardoi to Shahjahanpur . . .	1-3-73	39·00			
Shahjahanpur to Pitambarpur . . .	8-9-73	32·00			
Pitambarpur to Bareilly . . .	1-11-73	13·00			
Bareilly to Moradabad (chord line *vid* Rampur).	8-6-94	*56·07			* Of this, 0·49 mile, *i.e.*, over the Ramganga bridge (Moradabad) is of mixed (5′ 6″ and 3′ 3⅜″) gauge.
Moradabad to Nagina	8-10-84	47·25			
Nagina to Najibabad	1-4-85	13·70			
Najibabad to Saharanpur	1-1-86	58·25			
			519·70		
Benares-Lucknow loop—					
Benares Cantonment to Shahganj . . .	5-1-74	56·03			
Shahganj to Bilwai	1-5-74	7·00			
Bilwai to Malipur	18-4-74	9·00			
Malipur to Akbarpur	2-3-74	12·00			
Akbarpur to Fyzabad	10-6-73	38·24			
Fyzabad to Bara Banki	25-11-72	61·97			
Bara Banki to Lucknow Block hut . . .	1-4-72	14·43			
			198·67		
Bareilly-Moradabad loop—					
Bareilly to mile 5	22-12-73	†5·00			† Of this, 1·17 miles, *i.e.*, over Ramganga bridge (Bareilly) are of mixed (5′ 6″ and 3′ 3⅜″) gauge.
Mile 5 to Aonla	1-11-73	11·00			
Aonla to Chandausi	10-6-73	27·00			
Chandausi to Moradabad	28-10-72	27·50			
			70·50		
Carried over .	...	...	...	788·87	

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 9}}{\text{Sub-heads (a) to (c)}}$ **OUDH AND ROHILKHAND RAILWAY SYSTEM—*contd.***

9 (*a*) Oudh and Rohilkhand railway (5′ 6″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward	...	...	...	788·87	
Branches on the main line—					
Cawnpore branch—					
Lucknow to Cawnpore	23-4-67	42·00			
Left bank of the Ganges to junction with the East Indian railway at Cawnpore	15-7-75	3·22	45·22		
Balamau-Madhoganj branch—					
Balamau to Madhoganj	20-12-03	14·20	14·20		
Madhoganj-Auhadpur extension—					
Madhoganj to Bilgram	15-11-09	7·62			
Bilgram to Auhadpur.	9-3-10	9·43	17·05		
Balamau-Sitapur branch—					
Balamau to Misrikh	9-3-10	22·44			
Misrikh to Sitapur	5-4-10	14·32	36·76		
Rosa-Sitapur branch—					
Rosa to Sitapur City	18-6-10	49·22			
Sitapur City to Sitapur Cantonment	2-2-11 6-4-14	2·66 0·77	52·65		
Moradabad-Ghaziabad branch—					
Moradabad to Gajroula	1-4-00	33·40			
Gajroula to Ghaziabad	25-11-00	53·37	86·77		
Hapur-Meerut branch—					
Hapur to Meerut	7-11-04	18·09	18·09		
Kotdwara branch—					
Najibabad Junction to the right bank of the Koh river opposite Kotdwara	24-12-96	15·19	15·19		
Hardwar branch—					
Lhaksar Junction to the left bank of the Ganges Canal near Jawalapur	1-1-86	13·53			
Left bank of the Ganges Canal near Jawalapur to Hardwar	20-8-86	3·53	17·06		
Branches on Benares-Lucknow loop—					
Allahabad-Fyzabad branch—					
Fyzabad to Sultanpur	1-2-04	35·50			
Sultanpur to Siwait*	1-7-03	*47·05			* Excluding 2·45 miles, between Partabgarh and Chilbila, which is a part of the main line.
Siwait to Phaphamau	20-1-04	3·27			
Phaphamau to Allahabad	1-1-05	7·00	92·82		
Allahabad-Jaunpur branch—					
Phaphamau to Mariahu	18-6-06	47·51			
Mariahu to Zafarabad	1-1-07	10·67	58·18		
Bahramghat branch—					
Bara Banki to Bahramghat	20-11-72	†21·52	21·52		† Of this the length from Burhwal to Bara Banki, 16·79 miles, is of mixed (5′ 6″ and 3′ 3⅜″) gauge.
Branches on the Bareilly-Moradabad loop—					
Aligarh branch—					
Chandausi to Rajghat Narora	28-10-72	30·48			
Rajghat Narora to Aligarh	1-2-72	30·12	60·60		
Allahabad-Rae Bareli-Cawnpore branch—					
Phaphamau to Rae Bareli	2-11-11	67·60			
Daryapur to Dalmau	2-11-11	15·15			
Unchahar to Unao	1-2-12	69·44	152·19		
Gajroula-Chandpur Sian branch—					
Gajroula to Chandpur Sian	7-6-11	21·88	21·88		
Dhakia-Sambhal Branch—					
Rajaka-Sahaspur to Sambhal Hatim Sarai	25-6-12	14·58	14·58		
Akbarpur-Tanda Branch—					
Akbarpur to Tanda	28-10-12	10·72	10·72		
3′ 3⅜″ *gauge—Benares City branch—*				735·48	
Benares Cantonment (Oudh and Rohilkhand) to Benares City (Bengal and North-Western)	1-4-99	2·18	2·18	2·18	
TOTAL OPEN MILEAGE	...	...	...	1,526·53	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—					
Sumerpore to Belatal (sanctioned on 13th December 1900)	...	...	‡64·55	64·55	‡Work stopped.
GRAND TOTAL	...	...	...	1,591·08	
DOUBLE LINE—					
Lucknow Blockhut to Kakori	11-10-09	11·63			
Moghal Sarai to Bechupur	21-4-13	1·24	...		
Bechupur to right bank of Dufferin Bridge	21-12-12	4·19			
Kashi to Benares Cantonment	5-3-13	2·82			
Saharanpur to Khan Alampura	11-5-14	1·35	21·22		

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 9}}{\text{Sub-heads (a) to (c)}}$. **OUDH AND ROHILKHAND RAILWAY SYSTEM**—*contd.*

9 (*a*) Oudh and Rohilkhand railway (5′ 6″ gauge)—*concld.*

Details of construction—

Permanent-way.—The main line, which was laid with 75-lb. flat-footed steel rails on cast-iron pot sleepers, is being relaid with 90-lb. flat-footed steel rails, British Standard, on wooden sleepers and about 305 miles, including double line, are practically complete. The pot sleepers in the main line have all been replaced by wooden sleepers. The Benares-Lucknow loop is laid with 75-lb. flat-footed steel rails on cast-iron pot sleepers, of which 63 miles have been replaced by wooden sleepers and 23 miles with 90-lb. flat-footed steel rails. On most of the branches the rails are 75-lb. flat-footed steel. The Bahramghat and Balamau Madhoganj branches are laid with 60-lb. iron and steel rails, and the Madhoganj-Auhadpur extension with 60-lb. flat-footed steel rails.

The Allahabad-Rae Bareli-Cawnpore branch is laid with 90-lb. flat-footed steel rails, British Standard, on wooden sleepers.

The sleepers are of the following types:—Stamped steel bowls, cast-iron pots (Fowler's patent box, Walton's, Hederstedts and M.C.), steel trough and wood (sâl, deodar and Australian hard wood). There are a few wrought-iron saddle back sleepers still in the Kotdwara and Bahramghat branches.

Ballast.—The main line and branches are ballasted with sand, kunkur, stone, shingle and broken brick.

Fencing.—The line is fenced throughout with the exception of the Balamau-Auhadpur, Rosa-Sitapur, Gajroula-Chandpur, Hapur-Meerut, Rajaka Sahispur-Sambhal and Kotdwara branches and a portion of the Allahabad-Jaunpur branch.

Curves.—The sharpest curve on the line is of 955 feet radius.

Gradients.—The ruling gradient of the railway is 1 in 400, except between Rajaka Sahispur and Sambhal, 1 in 333, between Benares and Moghal Sarai, 1 in 300; between Moradabad and Lhaksar, 1 in 200; between Lhaksar and Saharanpur, 1 in 150; and between Najibabad and right bank of the Koh river, 1 in 100.

Contracts—

Nil.—The railway is owned and worked by the State.

Rates and fares.—Certain maxima and minima have been fixed by the Government, between the limits of which the Railway Administration can vary the rates and fares quoted for goods and coaching traffic.

Statistics of working (Those for the periods prior to 1882 will be found in Appendix 38 to the Report for 1907.)—

Includes the Cawnpore-Burhwal (3′ 3½″ gauge) Link, 9 (*c*).

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1889 .	692·55	9,22,32,226	75,39,683	42,04,076	4·56	49,71,898	—7,67,822	209	44·24
1890 .	692·55	9,27,89,280	73,81,396	37,54,478	4·05	44,23,109	—6,68,631	205	49·14
1891 .	692·55	9,28,38,358	85,64,209	49,42,458	5·32	47,25,666	+2,16,792	238	42·29
1892 .	692·55	9,51,44,770	85,42,836	50,16,329	5·27	52,79,411	—2,63,082	237	41·28
1893 .	741·11	10,09,17,292	87,15,926	50,17,053	4·97	55,01,058	—4,84,005	239	42·44
1894 .	796·64	10,28,87,184	1,05,18,836	57,36,138	5·58	63,11,201	—5,75,063	262	45·47
1895 .	797·18	10,65,05,148	1,02,94,880	52,55,948	4·93	64,26,370	—11,70,422	248	48·95
1896 .	830·15	10,92,69,485	86,97,076	43,50,907	3·98	61,30,729	—17,79,822	209	49·97
1897 .	891·97	11,44,19,239	85,15,856	36,96,778	3·23	59,77,486	—22,80,708	186	56·59
1898 .	1,030·36	11,66,56,000	98,51,599	53,07,727	4·55	58,76,247	—5,68,520	190	46·12
1899 .	1,030·36	12,23,50,210	1,11,38,990	60,76,595	4·97	59,75,292	+1,01,393	208	45·45
1900 .	1,101·56	12,57,60,656	1,15,15,132	55,91,727	4·45	62,28,185	—6,36,458	209	51·44
1901 .	1,118·94	12,89,85,151	1,32,54,991	72,20,007	5·60	63,12,044	+9,07,963	231	45·53
1902 .	1,119·24	13,66,82,842	1,31,65,792	64,11,336	4·69	64,79,103	—67,767	230	51·30
1903 .	1,180·79	14,54,28,164	1,39,49,922	72,31,862	4·97	68,40,953	+3,90,909	232	48·16
1904 .	1,237·65	14,96,63,929	1,52,96,206	71,33,117	4·76	70,54,120	+78,997	241	53·37
1905 .	1,244·65	15,37,92,910	1,53,85,913	63,48,667	4·12	71,68,431	—8,24,764	238	58·77
1906 .	1,292·16	15,71,99,731	1,64,67,329	78,15,731	4·97	75,66,010	+2,49,721	249	52·34
1907 .	1,302·83	16,40,20,116	1,81,93,069	65,62,413	4·00	70,99,564	—5,37,151	269	63·93
1908 .	1,302·83	17,17,49,978	1,61,61,543	50,29,153	2·93	74,73,210	—24,44,057	239	68·88
1909 .	1,310·52	17,78,51,571	1,61,86,594	45,93,282	2·58	76,42,849	—30,49,567	238	72·76
1910 .	1,406·75	18,58,11,981	1,83,03,844	88,80,832	4·78	78,34,486	+10,46,346	253	51·48
1911 .	1,513·77	19,51,23,398	2,03,88,454	1,04,88,468	5·38	80,09,802	+24,78,666	256	48·56
1912 .	1,604·14	20,17,91,276	2,45,19,400	1,39,76,826	6·92	90,21,621	+49,55,205	294	43·00
1st qr. of 1913	1,604·14	20,24,29,541	61,06,475	28,60,729	1·41	21,64,489	+6,96,240	293	53·15
1913-14* .	1,638·33	21,64,74,673	2,41,23,950	1,23,21,631	5·69	91,48,838	+31,72,793	283	48·92
1914-15* .	1,682·00	22,15,79,383	2,08,24,033	91,22,888	4·12	93,51,473	—2,28,585	238	56·71
1915-16 .	1,606·87	21,46,85,603	2,26,59,588	1,12,50,582	5·24	91,53,246	+20,97,336	268	49·68

*Includes the Cawnpore-Banda railway.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 9}}{\text{Sub-heads (a) to (c)}}$. **OUDH AND ROHILKHAND RAILWAY SYSTEM—*contd.***

9 (*b*) Hardwar-Dehra railway (5′ 6″ gauge)—

Date of registration of the Company.—12th March 1897.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Hardwar to Dehra	1-3-00	32·04	32·04

Details of construction—

Permanent-way.—The permanent-way consists of 75-lb. flat-footed I. S. R. steel rails on deodar, sâl, hard wood and Australian sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is fenced throughout.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 75.

Agreement and contract—

Agreement, dated the 6th January 1897, *between the Secretary of State and Messrs. Gillanders, Arbuthnot and Company of Calcutta* (called "the Promoters"), as to the grant of a provisional concession for the construction of the Hardwar-Dehra Branch railway.

Contract, dated the 26th March 1897 (called the scheduled contract), *between the Secretary of State and the Hardwar-Dehra Railway Company*, as to the construction, maintenance and working of the Hardwar-Dehra Branch railway.

Main provisions of agreement and contract—

(i) *Land.*—Provided by the Government free of cost to the Company.

(ii) *Government aid.*—The line is the property of the Hardwar-Dehra Branch Railway Company, and was constructed, from funds supplied by the Company, by the Government, who maintain, stock and work it through the agency of the Oudh and Rohilkhand railway.

The Government guarantee interest at 3 per cent per annum on the capital expenditure, and also undertake to allow to the Company, in any year in which it does not receive the minimum dividend of 3 per cent from the earnings of the line, the sum of Rs. 3,600 for such year for or towards management and office expenses.

(iii) *Terms of working.*—For maintenance, provision of rolling-stock and working the Oudh and Rohilkhand Railway Administration retains 50 per cent of the gross earnings of the Branch line.

(iv) *Distribution of profits.*—The surplus profits in each year remaining after repayment to the Government of the amount of the guaranteed interest for the year are to be divided equally between the Government and the Company.

(v) *Rates and fares.*—Certain maxima and minima have been fixed by the Government, between the limits of which the working agency (*viz.*, the Oudh and Rohilkhand railway) can vary the rates and fares quoted for goods and coaching traffic.

(vi) *Special obligations as to the conveyance of—*

(*a*) Mails, troops, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } Nil.

(vii) *Power of the Government to determine contract.*—The Government may determine the contract, on twelve months' notice, either on the 31st December 1919 or on the 31st December in the last year of any subsequent period of ten years, by paying to the Company a sum equal to 25 times the average yearly net earnings of the Company during the last preceding three years, provided that such sum shall not exceed by more than 20 per cent, nor is less than, the total capital expenditure.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract.*—None specified.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 9 / Sub-heads (*a*) to (*c*). **OUDH AND ROHILKHAND RAILWAY SYSTEM**—*cont*

9 (*b*) Hardwar-Dehra railway (5′ 6″ gauge)—*concld.*

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each year.*	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.	Remarks.
1	2	3	4	5	6	7	8	9	10	11	12
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.		
1900 .	32·04	25,67,093	1,60,485	80,243	3·13	...	...	...	115	50·00	Interest up to 1900 was charged to capital and net earnings of 1900 were credited to capital in reduction of interest charges.
1901 .	32·04	28,12,301	2,13,456	1,06,728	3·80	84,220	11,254	+11,254	128	50·00	
1902 .	32·04	28,36,486	2,52,485	1,26,242	4·45	85,048	20,597	+20,597	152	50·00	
1903 .	32·04	28,44,541	2,62,719	1,31,360	4·62	85,260	23,050	+23,050	158	50·00	
1904 .	32·04	29,12,992	2,63,612	1,31,806	4·52	86,777	22,515	+22,514	158	50·00	
1905 .	32·04	29,20,650	3,13,476	1,56,738	5·37	87,590	34,574	+34,574	188	50·00	
1906 .	32·04	29,24,284	3,34,110	1,67,055	5·71	87,688	39,683	+39,684	201	50·00	
1907 .	32·04	29,27,942	3,86,565	1,93,283	6·60	87,822	52,730	+52,731	232	50·00	
1908 .	32·04	29,44,092	3,76,334	1,88,167	6·39	88,155	49,991	+49,991	226	50·00	
1909	32·04	29,65,357	3,68,624	1,84,312	6·21	88,734	47,789	+47,789	221	50·00	
1910 .	32·04	29,85,633	4,04,443	2,02,221	6·77	89,548	56,837	+56,336	243	50·00	
1911 .	32·04	30,10,716	4,31,161	2,15,581	7·16	90,017	62,782	+62,782	259	50·00	
1912 .	32·04	30,18,164	4,40,299	2,20,149	7·29	90,541	64,804	+64,804	264	50·00	
1st qr. of 1913	32·04	30,18,790	1,21,302	60,651	2·01	22,641	19,005	+19,005	291	50·50	
1913-14.	32·04	30,22,601	4,85,346	2,42,673	8·03	90,621	76,026	+76,026	291	50·00	
1914-15	32·04	30,26,584	4,66,506	2,33,253	7·71	90,749	71,252	+71,252	280	50·00	
1915-16	32·04	30,27,840	5,09,355	2,54,678	8·41	90,825	81,926	+81,927	306	50·00	

9 (*c*) Cawnpore-Burhwal link (3′ 3⅜″ gauge)—

The construction of the Cawnpore-Burhwal (3′ 3⅜″ gauge) link was sanctioned as a part of the project for linking up the 3′ 3⅜″ gauge systems of Northern India.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Remarks.
1	2	3	4	5
Burhwal to Daliganj	24-11-96	*35·31		*Including the length Burhwal to Bara Banki, 16·79 miles, laid on a mixed (5′ 6″ and 3′ 3⅜″) gauge.
Aishbagh to Cawnpore	25-4-97	45·03		
Total .	...	...	80·34	

Details of construction—

Permanent-way.—Where the line is not mixed gauge it is laid with new 50-lb. steel rails on sâl and deodar sleepers.

Ballast.—The line is ballasted throughout with kunkur, brick and mud stone.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve has a radius of 573 feet.

Gradients.—The ruling gradient is 1 in 400.

Contract—

The line is owned by the State. The Bengal and North-Western Railway Company exercises running powers over it under an agreement with the Oudh and Rohilkhand railway, dated the 21st February 1902, which provides that the Company will haul its trains and traffic over the link and pay to the Oudh and Rohilkhand railway 80 per cent, which has, with effect from the 1st July 1905, in ursuance of Railway Board's letter No. R. T. 178, dated the 30th June 1905, been reduced to 75 per cent of the gross receipts arising therefrom.

Statistics of working—

Included with the Oudh and Rohilkhand railway [9 (*a*)].

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 10 / Sub-heads (*a*) to (*o*) **SOUTH INDIAN RAILWAY SYSTEM—**

Chairman.—Sir Henry Kimber, Bart., M.P.
Managing Director.—Neville Priestley, Esq.
Offices.—91, York Street, Westminster, S.W.
Date of registration of the Company.—1890.

The lines formerly owned and worked by the late Great Southern of India and the Carnatic Railway Companies were amalgamated on the 1st July 1874, under the title of the South Indian railway which on the 1st January 1891 was purchased by the State and handed over, together with the Villupuram-Guntakal State railway, for working as one undertaking, to a new company—the existing South Indian Railway Company.

With effect from the 1st January 1908 the Jalarpet-Mangalore section of the former Madras railway including the Tirupattur-Krishnagiri, Morappur-Dharmapuri and the Nilgiri railways was incorporated in the undertaking of the South Indian Railway Company, who, from the same date, relinquished and made over to the amalgamated Madras and Southern Mahratta Railway Company the 3′ 3⅜″ gauge lines from Katpadi to Dharmavaram and from Pakala to Gudur, and obtained running powers over the Madras-Bangalore section of the Madras and Southern Mahratta railway. The Shoranur-Cochin Native State line was, on the same date, also transferred from the former Madras Railway Company to the South Indian Railway Company for working.

Lines comprised in the system.—The South Indian railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) South Indian railway (5′ 6″ gauge)	445·94	...	445·94
(*b*) South Indian railway (3′ 3⅜″ gauge)	881·49	...	881·49
(*c*) Nilgiri railway (3′ 3⅜″ gauge)	28·96	...	28·96
(*d*) Peralam-Karaikkal railway (3′ 3⅜″ gauge)	14·65	...	14·65
(*e*) Podanur-Pollachi railway (3′ 3⅜″ gauge)	25·04	...	25·04
(*f*) Pondicherry railway (3′ 3⅜″ gauge)	7·85	...	7·85
(*g*) Shoranur-Cochin railway (3′ 3⅜″ gauge)	64·75	...	64·75
(*h*) Tanjore District Board railway (3′ 3⅜″ gauge)	111·94	41·12	153·06
(*i*) Tinnevelly-Quilon (Travancore) railway (British section) (3′ 3⅜″ gauge)	50·41	...	50·41
(*j*) Tinnevelly Quilon (Travancore) railway (Native State section) (3′ 3⅜″ gauge)	58·05	37·91	95·96
(*k*) Morappur-Hosur railway (2′ 6″ gauge)	73·40	...	73·40
(*l*) Tirupattur-Krishnagiri railway (2′ 6″ gauge)	25·38	...	25·38
(*m*) Saramangalam-Salem railway (5′ 6″ gauge)	...	3·86	3·86
(*n*) Manamadura-Sivaganga railway (3′ 3⅜″ gauge)	...	12·00	12·00
(*o*) Tinnevelly-Teruchendar railway (3′ 3⅜″ gauge)	...	38·18	38·18
Total	1,787·86	133·07	1,920·93

Running powers—

Home line over foreign line.—

Madras to Bangalore, Madras and Southern Mahratta railway, for passenger and goods trains . . 219·00

10 (*a*) South Indian railway (5′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
West outer signal at Jalarpet to Tirupattur	23-5-60	4·65		
Tirupattur to Salem	1-2-61	69·98		
Salem to Sankaridrug	1-12-61	23·68		
Sankaridrug to Podanur	12-5-62	71·18		
Podanur to Pattambi	14-4-62	64·96		
Pattambi to Kuttippuram	23-9-61	11·50		
Kuttippuram to Tirur	1-5-61	9·39		
Tirur to Kadalundi	12-3-61	16·31		
Kadalundi to Calicut	2-1-88	9·25		
Calicut to Badagara	1-10-01	28·95		
Badagara to Tellicherry	1-5-02	13·50		
Tellicherry to Cannanore	20-5-03	13·00		
Cannanore to Azhikal	15-3-04	4·10		
Azhikal to Hosdrug	21-8-06	34·52		
Hosdrug to Kasaragod	1-10-06	14·22		
Kasaragod to Kumbla	17-11-06	7·62		
Kumbla to Mangalore	3-7-07	20·91	417·72	
Nilgiri branch—				
Podanur to Coimbatore	1-2-73	3·78		
Coimbatore to Mettupalaiyam	31-8-73	21·97	25·75	
Palghat branch—				
Olavakkot to Palghat	2-1-88	2·47	2·47	
TOTAL	...	...	...	445·94

Details of construction—

Permanent-way.—The rails are 76-lb. and 80-lb. bull-headed, 75-lb. double-headed and 75-lb. and 60-lb. flat-footed steel. The sleepers are cast iron pots, irumbogam sâl, irool and jarrah wood.

Ballast.—The line is ballasted with stone and sand, chiefly the former.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve is of 700 feet radius.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (o)}}$. SOUTH INDIAN RAILWAY SYSTEM—*contd.*

10 (*a*) South Indian railway (5′ 6″ gauge)—*concld.*

Details of construction—*concld.*

Gradients.—The ruling gradient of the greater part of the line is about 1 in 100, except on Mallapuram Ghat where it is 1 in 74 with a 1 in 70 banking; on the Walayar Ghat where it is 1 in 66 with a 1 in 62 banking; on the Azhikal-Mangalore section where it is 1 in 90; and on the Podanur-Mettupalaiyam section where it is 1 in 80.

Contract—

Up to and including the 31st December 1907 the line formed an integral part of the former Madras railway. With effect from the 1st January 1908 it was, in terms of the contract of the 2nd March 1908, between the Secretary of State and the South Indian Railway Company, made over to the Company to be worked and maintained as an integral part of the undertaking referred to in the principal contract of the 24th November 1890, the main provisions of which are noted under 10 (*b*), South Indian railway, 3′ 3⅜″ gauge.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908	445·94	6,42,27,971	57,25,148	25,25,084	3·93	247	55·90
1909	445·94	6,43,58,255	62,30,385	28,18,753	4·38	269	54·76
1910	445·94	6,61,74,084	63,39,154	24,95,532	3·77	273	60·63
1911	445·94	6,57,73,175	69,66,156	38,13,140	5·80	300	45·26
1912	445·94	6,68,13,600	74,16,071	35,22,022	5·27	320	52·51
1st qr. of 1913.	445·94	6,72,88,570	18,84,615	5,32,409	0·79	325	71·75
1913-14	445·94	7,01,73,755	79,54,816	29,91,752	4·26	343	62·39
1914-15	445·94	7,13,55,000	78,17,228	32,06,665	4·49	337	58·98
1915-16	445·94	7,26,72,632	84,90,992	45,00,975	6·19	366	46·56

10 (*b*) South Indian railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
MADRAS-TUTICORIN SECTION—					
Main line—					
Madras Beach Junction to Madras Beach	15-1-00	0·11			*Originally constructed on the 5′6″ gauge, but was converted to 3′ 3⅜″ gauge—Tanjore to Budalur, 10·85, on 10th July 1875 and Budalur to Trichinopoly Jn., 20·29, on 17th July 1875. †Originally constructed on the 5′6″ gauge, but was converted to 3′ 3⅜″ gauge, in sections, on 12th, 13th and 14th July 1878. ‡Originally constructed on the 5′6″ gauge, but was converted to 3′ 3⅜″ gauge—Tanjore to Nidamangalam, 18·73, on 3rd July 1875 and Nidamangalam to Tiruvallur, 15·10, on 26th June 1875. § Originally constructed on the 5′6″ gauge, but was converted to 3′ 3⅜″ gauge on 19th June 1875.
Madras Beach old to Park	1-1-79	1·82			
Madras (Park) to Tindivanam	1-9-76	76·05			
Tindivanam to Cuddalore (Old town)	1-1-77	52·01			
Cuddalore (Old town) to Porto Novo	1-7-77	17·15			
Porto Novo to Chidambaram	1-10-78	6·73			
Chidambaram to Coleroon.	1-7-79	4·57			
Coleroon to Shiyali	1-1-78	6·06			
Shiyali to Mayavaram	1-7-77	12·24			
Mayavaram to Tanjore	15-2-77	43·76			
Tanjore to Trichinopoly Junction	11-3-62	*31·14			
Trichinopoly Junction to Madura	1-9-75	96·04			
Madura to Mandapam	1-8-02	89·50			
Mandapam to Pamban	1-1-14	3·12			
Pamban to Rameswaram	1-9-06	6·95			
Rameswaram to Dhanushkodi Jetty	10-12-08	11·30			
Dhanushkodi Jetty to Dhanushkodi Point	1-12-14	1·57			
			460·12		
Branches—					
Arkonam branch—					
Chingleput to Walajabad	1-8-80	13·66			
Walajabad to Conjeeveram	1-1-81	7·94			
Conjeeveram to Arkonam	8-5-65	†17·65			
			39·25		
Pondicherry branch—					
Villupuram to the Gingee river, inclusive of the bridge over the river	15-12-79	16·47			
			16·47		
NAGORE BRANCH—					
Tanjore to Tiruvallur	2-12-61	‡33·83			
Tiruvallur to Nagapatam	15-7-61	§14·33			
Nagapatam to Nagore	1-12-99	4·67			
			52·83		
Carried over	...	...	568·67		

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (o)}}$ · **SOUTH INDIAN RAILWAY SYSTEM—*contd.***

10 (*b*) South Indian railway (3′ 3⅜″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward	...	...	568·67		
Pulliarpati Quarry branch—					
Tanjore to Pulliarpati quarry buffer end	1-7-98	4·57	4·57		
Erode branch—					
Trichinopoly Junction to Fort	11-3-62	2·52			
Trichinopoly Fort to Karur	3-12-66	44·65			
Karur to Kodumudi	1-7-67	16·71			
Kodumudi to Erode	1-1-68	23·53	*87·41		*Originally constructed on the 5′6″ gauge, but was converted to 3′ 3⅜″ gauge—Trichinopoly Junction to Karur on 1st July 1879 and Karur to Erode on 16th December 1879.
Tuticorin branch—					
Madura to Tuticorin	1-1-76	98·71			
Tuticorin to Foreshore	7-8-99	0·41	99·12		
Tinnevelly branch—					
Maniyachi to Tinnevelly	1-1-76	18·00	18·00		
Wharf branch—					
Cuddalore (Old town) to Wharf	7-8-99	1·54	1·54		
Capper Quarry branch—					
Junction with main line to Capper Quarry	15-4-00	0·86	0·86		
Salt branch—					
Tuticorin to buffer end of Livingepuram	12-11-99	2·39	2·39		
VILLUPURAM-KATPADI SECTION—					
Main line—					
Villupuram to Tiruvannamalai	17-11-90	41·80			
Tiruvannamalai to Katpadi	18-3-91	57·13	98·93		
GRAND TOTAL OPEN MILEAGE	...	...	...	831·49	

Details of construction—

Permanent-way.—The rails in use are 50-lb. and 52-lb. bull-headed steel, 56-lb. and 41¼-lb. flat-footed steel, 40·3-lb. flat-footed and 68-lb. double-headed iron. The sleepers are cast iron pot, steel transverse, sâl, pynkado, west coast teak, jarrah and irool wood.

Ballast.—The line is ballasted throughout, partly with broken stone and partly with laterite and gravel interspersed.

Fencing.—The line is fenced, with the exception of the Villupuram-Katpadi, Madura-Mandapam and Pamban-Dhanushkodi sections which are fenced only at stations.

Curves.—The sharpest curve is of 500 feet radius.

Gradients.—The ruling gradient is 1 in 200, except on the length between Madras Beach and Fort and on the Villupuram-Katpadi, Trichinopoly-Madura and Karur-Erode sections where it is 1 in 100.

Contracts—

Dated the 24th November 1890 (called the principal contract), *between the Secretary of State and the South Indian Railway Company*, for maintaining and working from the 1st January 1891, the railways which on the 31st December 1890 formed the undertaking of the former Company and completing and working the Villupuram-Guntakal railway.

Dated the 27th June 1901 (supplemental to the principal contract), *between the Secretary of State and the South Indian Railway Company*, relating to the construction and working of Pamban and Travancore branches.

Dated the 8th April 1903 (supplemental to the principal contract), *between the Secretary of State and the South Indian Railway Company*, as to the adoption of 1*s.* 4*d.* per rupee as the "prescribed" rate of exchange.

Dated the 2nd March 1909 (supplemental to the principal contract), *between the Secretary of State and the South Indian Railway Company*, providing for the relinquishment from 1st January 1908 of the section of the Company's line north of Katpadi and the transfer to the Company from the same date of the Jalarpet-Mangalore section of the former Madras railway.

Dated the 26th October 1909 (supplemental to the principal contract), *between the Secretary of State and the South Indian Railway Company*, for the construction and working as an integral part of the undertaking of the Dharmapuri-Hosur extension of the Morappur-Dharmapuri railway.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (o)}}$. **SOUTH INDIAN RAILWAY SYSTEM—*contd.***

10 (*b*) South Indian railway (3′ 3⅜″ gauge)—*contd.*

Contracts—*contd.*

Dated the 21st December 1910, *between the Secretary of State and the South Indian Railway Company*, supplemental to and continuing with further modifications, with effect from 1st January 1911, the principal contract of the 24th November 1890 as modified by previous supplemental contracts.

Dated the 23rd April 1914, (supplemental to the contracts of 1901, 1903, 2nd March and 26th October 1909 and 1910) *between the Secretary of State and the South Indian Railway Company*, as to the adoption of the Government financial year for the preparation of accounts.

Main provisions of contracts—

(i) *Land.*—Provided by the Government at the cost of capital.

(ii) *Government aid.*—Guarantee of 3½ per cent in sterling on the Company's share capital of £1,000,000, and on any paid up stock or share (other than preference) capital thereafter issued by the Company with the sanction of the Government (not including premia paid thereon).

(iii) *Distribution of profits.*—Under section 60 of the principal contract of the 24th November 1890 as amended by section 25 of the supplemental contract of the 21st December 1910, the net revenue receipts of each half-year are applied, in the following manner and order:—

In payment to Government—

(*a*) of interest at the rate of 3½ per cent per annum for such half-year, paid by Government under section 41 of the principal contract, *i.e.*, under (ii) above;

(*b*) of the amount paid by Government in respect of interest for such half-year, upon the sum of £425,000 irredeemable debenture stock of the former Company; upon the debentures for £375,000 and £73,000 respectively issued for the purposes of the Pamban Branch; and upon any debenture stock or debentures or preference stock or shares issued by the Company after the 31st December 1910;

(*c*) of interest for such half-year at the rate of 3½ per cent per annum on the amount of the Government capital as shown in the Government capital account for the division of such receipts;

and

(*d*) the residue, if any, is divisible between Government and the Company in the ratio of the average amounts, calculated as prescribed, of the capital contributed by the Government and the Company, the Government capital being the amount shown in the Government Capital Account for division of net revenue receipts and the Company's capital the amounts of its stock and share capital (other than preference capital) paid up or credited as paid up, excluding any premia received, subject to the proviso that if the amount of the Company's share so arrived at should in the combined halves of any of the years 1911, 1912 and 1913 be less than interest for such year at the rate of 10 shillings per cent on its capital, the Government shall make up the deficiency.

(iv) *Rates and fares.*—The Government will from time to time authorise maxima and minima rates, and prescribe the several classes and descriptions of passengers and goods to which such rates shall be respectively applicable, as well as the extent to which, within the authorised maxima and minima the Company may vary the said rates.

The Company have power to quote through rates and fares for both goods and passengers from the Jalarpet-Mangalore section to the Madras-Bangalore section of the Madras and Southern Mahratta railway system (but not in the reverse direction), divisible between the two companies in mileage proportion without deduction of terminals or other special charges, except for traffic to and from the Nilgiri line the mileage over which is reckoned at twice its actual mileage in the division of such rates. No rate or fare to Madras so quoted should, without the prior sanction of the Government, be higher than that which, for the same class or description of traffic, was in force on the 1st January 1910.

(v) *Special obligations as to the conveyance of—*

(*a*) Mails, troops, police, high Government officials and Government stores.—To be conveyed on the same general conditions as on State railways of the same gauge.

(*b*) Government bullion and coin, and the persons in charge thereof.—To be conveyed at special rates to be approved by Government.

(vi) *Services for any Department of the Travancore Durbar.*—On such portion of the Travancore Branch as runs through the Native State of Travancore, to be performed on the same general conditions as on other 3′ 3⅜″ gauge State railways and at rates approved by the Government.

(vii) *Power of the Government to determine contract.*—The railway and all its appurtenances are absolutely the property of Government, who may terminate the contract on the 31st December 1945, or at the end of any succeeding fifth year, by giving to the Company in England not less than 12 calendar months' previous notice; also at any time on 6 months' notice should the Company fail to observe its obligations or the undertaking be worked at a loss for not less than three half-years continuously.

On the expiration or determination of the contract the Government are to take possession of the railway and all its appliances, etc., repaying the Company at par its capital of £1,000,000 and any further capital raised by it and paid to Government but excluding any premia paid thereon, and receiving from the Company any unexpended balance of the capital advanced by Government for the purposes of the undertaking as well as for the Travancore Branch.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (o)}}$. **SOUTH INDIAN RAILWAY SYSTEM—*contd.***

10 (*b*) South Indian railway (3′ 3⅜″ gauge)—*concld.*

Main provisions of contracts—*concld.*

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract.*—55 years, *i.e.*, from 1st January 1891 to 31st December 1945, subject to (vii).

Statistics of working (Those for the periods prior to 1891 will be found in Appendix 38 to the Report for 1907.)—

Includes the South Indian (5′ 6″ gauge), Nilgiri, Morappur-Hosur and Tirupattur-Krishnagiri railways from 1908.

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each year.*	Percentage of Company's share of net earnings (surplus profits *plus* guaranteed interest on share capital) on Company's capital.	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11	12
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	
1891	900·76	7,72,11,806	70,36,756	24,29,625	3·15	35,89,736	70,901	...	−12,31,012	154	65·47
1892	1,105·19	7,82,83,761	77,14,996	28,53,591	3·65	39,51,093	76,586	...	−11,74,088	137	63·01
1893	1,041·51	7,63,31,043	80,92,415	31,15,918	4·08	38,58,152	1,41,676	...	−8,83,910	149	61·50
1894	1,041·51	7,64,13,362	80,46,559	32,83,865	4·30	42,81,812	1,55,959	...	−11,53,006	148	59·19
1895	1,041·59	7,68,38,604	89,14,947	38,96,987	5·07	42,77,578	2,60,599	...	−6,41,190	165	56·29
1896	1,041·59	7,67,63,325	89,45,581	40,27,489	5·25	40,60,677	2,86,156	...	−3,19,344	165	54·93
1897	1,041·59	7,66,46,858	91,81,409	42,96,757	5·61	38,76,142	3,37,792	...	+ 82,823	170	53·20
1898	1,017·88	7,45,21,873	84,67,581	38,35,527	5·15	37,49,521	2,66,184	...	−1,80,178	157	54·79
1899	1,030·53	7,53,12,929	84,74,461	39,83,540	5·29	36,38,393	3,01,776	...	+ 43,371	159	52·99
1900	1,033·63	7,62,95,528	89,04,825	43,97,916	5·76	36,62,994	3,68,699	...	+3,66,223	166	50·61
1901	1,033·63	8,04,49,712	1,01,44,657	54,15,176	6·73	37,23,736	5,43,890	...	+11,47,550	188	46·62
1902	1,123·13	8,18,32,571	1,05,51,072	56,87,510	6·95	38,18,209	5,33,246	...	+13,36,055	189	46·19
1903	1,123·13	8,31,40,603	1,22,14,138	72,76,216	8·75	39,06,079	7,89,547	...	+25,80,590	209	40·43
1904	1,123·13	8,45,16,652	1,25,12,321	69,62,790	8·24	40,55,602	7,16,725	...	+21,90,463	214	44·35
1905	1,123·05	8,62,95,491	1,29,34,476	65,77,330	7·62	40,05,713	6,30,603	...	+19,41,014	221	49·15
1906	1,130·00	8,91,97,605	1,32,75,295	58,92,976	6·61	40,92,722	4,94,281	...	+13,05,973	227	55·61
1907	1,129·85	9,06,35,408	1,41,19,421	71,69,813	7·91	38,76,608	6,71,818	...	+26,21,387	240	49·22
1908	* 1,395·61	15,07,19,882	2,04,61,326	94,20,016	6·25	46,89,556	6,98,860	...	+40,31,600	282	53·96
1909	1,395·61	15,57,78,715	2,17,41,647	1,01,90,046	6·54	49,52,436	7,44,562	...	+44,93,048	300	53·13
1910	1,395·61	16,08,95,627	2,24,59,591	1,02,34,257	6·36	51,05,988	7,13,317	...	+44,14,952	309	54·43
1911	1,395·61	16,28,91,154	2,49,91,786	1,24,16,673	7·62	52,77,315	3,20,622	5·62	+ 68,18,736	344	50·32
1912	1,395·61	17,03,55,986	2,70,84,141	1,31,63,987	7·73	54,89,120	3,58,165	5·87	+ 73,16,702	373	51·39
1st qr. of 1913.	1,395·61	17,32,28,471	68,27,737	27,15,071	1·49	14,07,085	45,705	1·17	+ 12,62,281	376	59·35
1913-14	1,453·60	18,26,41,473	2,80,70,002	1,17,27,795	6·42	78,71,656	2,24,394	4·97	+ 36,31,745	373	58·22
1914-15	1,455·17	18,75,61,932	2,72,73,211	1,15,22,805	6·14	63,34,802	1,79,159	4·66	+50,03,844	359	57·75
1915-16	1,455·17	18,96,35,625	2,95,90,946	1,49,91,076	7·90	65,33,607	*4,32,328	6·38	+80,25,141	389	48·84

* The share of loss recoverable from the company in working the british section of the Tinnevelly-Quilon (Travancore) railway for the yea 1915-16 is not deducted from this amount. The surplus profits for the year 1915-16 were divided between the Government and the Company in the proportion of Rs. 19,50,00,000 to Rs. 1,50,00,000 or 31 : 1.

10 (*c*). Nilgiri railway (3′ 3⅜″ gauge)—

The original Nilgiri Railway Company was registered on the 30th September 1885 with a nominal capital of Rs. 25,00,000, and a contract was executed between the Secretary of State and that Company on the 26th February 1886. The original Company went into liquidation in April 1894, and a new Company was formed in February 1896 to purchase the line from the former Company and supply the capital required to complete it and to construct the proposed extension to Ootacamund. The line from Mettupalaiyam to Coonoor was completed by the new Company and opened for traffic on the 15th June 1899. On the offer of the new Company to sell the line it was purchased by the Government for £235,000 on the 1st January 1908. The extension to Ootacamund was constructed by the Government.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Mettupalaiyam to Coonoor	15-6-99	16·99	
Coonoor to Fernhill	15-9-08	10·86	
Fernhill to Ootacamund	15-10-08	1·11	
TOTAL	...	...	22·96

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (o)}}$. **SOUTH INDIAN RAILWAY SYSTEM—*contd.***

10 (*c*) Nilgiri railway (3′ 3⅜″ gauge)—*concld.*

Details of construction—

Permanent-way.—The permanent-way consists of flat-footed steel rails, 50 lbs. to the yard, laid on pynkado sleepers. Between Kallar and Coonoor (12 miles) there is also a central rack rail.

Ballast.—Rack section is ballasted with clean broken granite and the Adhesion section with hard gneiss.

Fencing.—The line is unfenced throughout.

Curves.—The sharpest curve is of 318 feet radius.

Gradients.—The ruling gradient is 1 in 12·5 on the Rack section and 1 in 25 on the Adhesion section.

Contract—

The railway was worked by the former Madras Railway Company up to the 31st December 1907 on behalf of the Government. With effect from 1st January 1908 it was made over to the South Indian Railway Company as a part of the Jalarpet-Mangalore section for working as an integral part of their undertaking in terms of the contract of 2nd March 1909 between the Secretary of State and the Company, with the condition that the South Indian Railway Company are not to pay interest on the capital cost of the Coonoor-Ootacamund railway incurred either before or after 1st January 1908.

Statistics of working (Those for the periods prior to 1908 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908	28·96	67,82,028	3,36,030	42,991	0·63	223	87·21
1909	28·96	70,32,241	4,08,791	53,657	0·76	271	86·87
1910	28·96	75,94,023	4,57,097	72,441	0·95	304	84·15
1911	28·96	77,29,506	4,94,851	1,24,632	1·61	329	74·81
1912	28·96	78,32,496	5,21,687	1,16,443	1·49	346	77·68
1st qr. of 1913.	28·96	78,84,535	1,25,409	25,923	0·33	333	79·33
1913-14	28·96	81,18,956	5,38,969	98,376	1·21	357	81·75
1914-15	28·96	82,82,093	5,74,861	23,957	0·29	382	95·83
1915-16	28·96	83,64,280	6,95,971	89,920	1·08	462	87·08

10 (*d*) Peralam-Karaikkal railway (3′ 3⅜″ gauge)—

The line is partly in British and partly in French territory and was constructed (by the agency of the South Indian Railway Company) with the object of placing the town and port of Karaikkal in communication with the railway system of Southern India.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Peralam to Karaikkal	14-3-98	14·65	14·65

Details of construction—

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails laid on wooden and steel transverse sleepers.

Ballast.—The line is ballasted with laterite.

Fencing.—The line is fenced only at stations.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 200.

Contract—

Dated the 27th March 1902, *between the Government of the French Settlements in India and the South Indian Railway Company*, for the working of the Peralam-Karaikkal railway.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (e)}}$. **SOUTH INDIAN RAILWAY SYSTEM**—*contd.*

10 (*d*) Peralam-Karaikkal railway (3' 3⅜" gauge)—*concld.*

Main provisions of contract—

(i) *Land.*—In French territory provided by the Colonial (French) Government free of cost but subject to a land tax as for private property : in British territory by the British Government free of cost on condition that the proprietary rights remain vested in the British Government.

(ii) *Government aid.*—The railway was constructed at cost price by the South Indian Railway Company at the request and on behalf of the Colonial (French) Government, and is worked and maintained by the Company who provide the rolling-stock required for the traffic of the Peralam-Karaikkal railway.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } Direction, maintenance and working expenses, excluding the cost of repairing damages due to any extraordinary casualty and new minor works not costing more than Rs. 1,000 on the system, are calculated at the same proportion of the gross receipts of the Peralam-Karaikkal railway as obtains half yearly on the Company's system, including worked lines, as a whole, *plus* the cost of repairing damages due to any extraordinary casualty and of New Minor Works on the branch, 5 per cent of the gross receipts of the Branch for the use of the Company's rolling-stock and 5 per cent per annum for interest on Rs. 30,000 which is taken as representing the Branch line's share of the Company's outlay on revenue and other stores and workshop buildings and machinery.

From the " net earnings " so arrived at are deducted such sums as according to the rules of the Company's Provident Institution are payable thereto ; the balance, being the " net receipts, " are paid every half-year to the Colonial (French) Government :

Provided always that if, at any time, the working of the Peralam-Karaikkal railway involves an actual loss to the Company, the Colonial (French) Government shall make good such loss.

(v) *Rates and fares.*—To be agreed to between the Company and the Colonial (French) Government, but should not be less than the minima actually in force on the Company's undertaking.

(vi) *Special obligations as to the conveyance of—*
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } Not specified.

(vii) *Power of Colonial (French) Government to determine contract.—*
(viii) *Power of the Company to determine contract.—* } Determinable by either party on giving to the other 12 months' previous notice expiring on the 30th June or 31st December in any year.

(ix) *Term of contract, if not determined under* (vii) *or* (viii).—Not specified.

Statistics of working (Those for the periods prior to 1906 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1906	14·65	7,23,786	39,035	—4,420	...	51	111·32
1907	14·65	7,23,786	41,108	9,408	1·30	54	77·11
1908	14·65	7,23,786	43,948	14,361	1·98	58	67·32
1909	14·65	7,23,786	46,125	13,590	1·88	61	70·54
1910	14·65	7,23,786	44,070	—517	...	58	101·78
1911	14·65	7,23,786	51,162	17,519	2·42	67	65·76
1912	14·65	7,23,786	61,431	19,715	2·72	81	67·91
1st qr. of 1913.	14·65	7,23,786	13,500	—704	...	71	105·21
1913-14.	14·65	7,23,786	66,513	21,393	2·96	83	66·32
1914-15.	14·65	7,23,786	66,464	20,041	2·77	87	69·85
1915-16	14·65	7,23,786	65,771	23,026	3·18	86	64·99

10 (*e*) Podanur-Pollachi railway (3' 3⅜" gauge)—

The construction of this line by the South Indian Railway Company from funds to be provided by the District Board of Coimbatore was authorised in Railway Board's telegram No. 470 R.P., dated the 19th November 1913.

Progress in opening—

Section of railway.	Date of opening	Miles.	Total.
1	2		4
Podanur to Pollachi	15-10-15	25·04	25·04

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 10 / Sub-heads (*a*) to (*o*). **SOUTH INDIAN RAILWAY SYSTEM**—*contd.*

10 (*e*) **Podanur-Pollachi railway (3′ 6″ gauge)**—*concld.*

Details of construction—

Permanent-way.—The line is laid with 41½ lb. flat-footed steel rails on hardwood (irul) sleepers.
Ballast.—The line is ballasted with moorum, except for 6 miles where field stones and Kunkar are used
Fencing.—Only the Pollachi station yard is fenced.
Curves.—The sharpest curve is of 955 feet.
Gradients.—The ruling gradient is 1 in 70.

Agreement—
Main provisions of agreement— } The line was constructed and is being maintained and worked under the terms of an agreement which is under consideration.

Statistics of working—

Year.	Mileage open at end of the year.	Total capital outlay, including suspense, to end of the year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
1915-16 .	Miles. 25·01	Rs. 11,09,181	Rs. 63,702	Rs. 34,178	3·08	Rs. 106	46·35

10 (*f*) **Pondicherry railway (3′ 3⅜″ gauge)**—

The line is in the French territory and was constructed (by the Pondicherry Railway Company under the supervision of the South Indian Railway Company) with the object of placing the town and port of Pondicherry in communication with the railway system of Southern India and of developing the resources of the territory.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
East bank of the Gingee river to Pondicherry	15-12-79	7·85	7·85

Details of construction—

Permanent-way.—The line is laid with 41½-lb. flat-footed steel rails on wooden sleepers, except between miles 117 and 118 where 50-lb. bull-headed steel rails are laid on cast iron pot sleepers.
Ballast.—The line is ballasted with stone.
Fencing.—The line is fenced.
Curves.—The sharpest curve is of 495 feet radius.
Gradients.—The ruling gradient is 1 in 200.

Agreement and contract—

Agreement, dated the 30th December 1890, *between the South Indian Railway Company and the Pondicherry Railway Company*, for maintenance and working.
Despatch from the Secretary of State, No. 19 Ry., dated the 17th March 1895, intimating the renewal of the agreement by the parties thereto.
Contract, dated the 23rd April 1914 (supplemental to the principal contract of 1890), *between the Secretary of State and the South Indian Railway Company*, as to the adoption of the Government financial year for the preparation of accounts.

Main provisions of agreement—

(i) *Land.*—Not specified.
(ii) *Government aid.*—The railway (which was constructed by the Pondicherry Railway Company) is maintained, worked and provided with rolling-stock by the South Indian Railway Company as an integral part of their undertaking—except only as to such works required for the accommodation and extension of traffic on the Pondicherry line which the Pondicherry Railway Company would have had to construct had they been themselves working their own line, which the latter undertake to make at their own cost to the satisfaction of the South Indian Railway Company.
(iii) *Terms of working.*— } Maintenance and working expenses are charged for at the same percent-
(iv) *Distribution of profits.*— } age of the gross receipts of the Pondicherry railway as obtains on the South Indian Railway Company's undertaking including the Pondicherry line—duty, if any, payable to the Colonial (French) Government and direction and office expenses in England being excluded from the calculation. The balance is payable half-yearly to the Pondicherry Railway Company, after deducting such sums as according to the rules of the Company's Provident Institution are payable thereto.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (o)}}$ **SOUTH INDIAN RAILWAY SYSTEM**—*contd.*

10 (*f*) Pondicherry railway (3′ 3⅜″ gauge)—*concld.*

Main provisions of agreement—*concld.*

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials, and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
} To correspond with those for the time being in force on the South Indian Railway Company's undertaking.

(vii) *Power of the Government to determine agreement.*—The agreement terminates upon the determination by Government of the South Indian Railway Company's principal contract with the Secretary of State, dated the 24th November 1890, *vide* (vii) under 10 (*b*), South Indian railway (3′ 3⅜″ gauge).

(viii) *Power of the South Indian Railway Company to determine agreement.*—
(ix) *Power of the Pondicherry Railway Company to determine agreement.*—
} The agreement is terminable by either party on 6 months' notice given expiring on the 31st December in any year, subject to (vii).

(x) *Term of agreement.*—The agreement was originally for a term of 3 years, but it has since been renewed subject only to (vii), (viii) and (ix).

Statistics of working (Those for the periods prior to 1906 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1906	7·85	5,68,543	55,026	24,536	4·32	135	55·41
1907	7·85	5,68,543	66,210	33,966	5·97	162	48·70
1908	7·85	5,68,543	77,018	35,880	6·31	189	53·41
1909	7·85	5,68,543	86,073	39,163	6·89	211	54·50
1910	7·85	5,68,543	97,447	43,611	7·67	239	55·25
1911	7·85	5,68,543	1,09,623	54,038	9·50	269	50·71
1912	7·85	5,68,543	1,46,367	70,932	10·93	359	51·54
1st qr. of 1913	7 85	5,68,543	72,699	28,382	4·99	712	60·96
1913-14	7·85	5,68,543	1,56,981	63,016	11·08	385	59·86
1914-15	7·85	5,68,543	1,02,839	41,650	7·33	252	59·50
1915-16	7·85	5,68,543	1,06,176	52,675	9·26	260	50·39

10 (*g*) Shoranur-Cochin railway (3′ 3⅜″ gauge)—

The Shoranur-Cochin railway is the property of the Cochin Durbar and was worked by the former Madras Railway Company up to the 31st December 1907. With effect from the 1st January 1908, it was made over to the South Indian Railway Company to be maintained and worked as part of its undertaking.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Shoranur to Ernakulam	16-7-02	64·75	64·75

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed and a few 50-lb. bull-headed steel rails laid on wooden sleepers.
Ballast.—The line is ballasted throughout with stone and sand, chiefly the former.
Fencing.—The line is fenced in the vicinity of towns, stations and level crossings.
Curves.—The sharpest curve is of 818·57 feet radius.
Gradients.—The ruling gradient is 1 in 80.

Agreement—

Dated the 1st January 1908, *between His Highness the Raja of Cochin and the South Indian Railway Company*, for maintenance and working.

Dated the 24th May 1915, *between His Highness the Raja of Cochin and the South Indian Railway Company*, as to the adoption of Government financial year for the preparation of accounts.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (o)}}$. **SOUTH INDIAN RAILWAY SYSTEM**—*contd.*

10 (*g*) Shoranur-Cochin railway (3′ 3⅜″ gauge)—*concld.*

Main provisions of agreement—

(i) *Land.*—Provided by the Cochin Durbar free of cost.

(ii) *Government aid.*—The railway (which is the property of the Cochin Durbar) is maintained and worked by the South Indian Railway Company in all respects as part of their own undertaking except only as to the provision of funds for capital expenditure which are provided by the Durbar.

(iii) *Terms of working.*—For maintenance and working the Shoranur-Cochin railway the Durbar pays to the Company in each half-year—

(*a*) All expenditure on renewals, as distinguished from maintenance expenses, incurred on the Durbar's line;

(*b*) the Durbar's railway share of working expenses arrived at by deducting from the total working expenses of the combined system the expenditure incurred on the combined system for renewals as distinguished from maintenance, and dividing the balance between the Company and the Durbar's railway in the proportion that the gross receipts of the latter bear to those of the combined system;

(*c*) One per cent of net earnings of the Durbar's line as a second contribution to the Company's Provident Institution; and

(*d*) the sum payable under the agreement as rent for the use of the Shoranur Junction station based on the total cost of the Junction station.

(iv) *Distribution of profits.*—Any difference between the gross receipts of the Shoranur-Cochin railway and the payment for working under (iii) which may exceed 2 per cent on the booked capital expenditure of the Durbar's line including land are deemed "surplus profits," divisible between the Durbar and the Company in the proportion of four-fifths to the former and one-fifth to the latter.

(v) *Rates and fares.*—Those generally applicable to the South Indian railway system; *vide* (iv) under 10 (*b*), South Indian railway (3′ 3⅜″ gauge).

(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials, and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
} As on Indian State railways.

(vii) *Power of the Government to determine agreement.*—The agreement terminates upon the determination by Government of the South Indian Railway Company's principal contract with the Secretary of State, dated the 24th November 1890, *vide* (vii) under 10(*b*) South Indian railway (3′ 3⅜″ gauge).

(viii) *Power of the Cochin Durbar to determine agreement.*—
(ix) *Power of the Company to determine agreement.*—
} On giving 12 months' notice expiring on the 30th September or before the 31st March in the succeeding year.

(x) *Term of agreement.*—Subject to (vii), (viii) and (ix).

Statistics of working (Those for the periods prior to 1905 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1905 . . .	64·75	68,30,214	3,86,945	1,61,395	2·36	115	58·29
1906 . . .	64·75	68,59,349	3,91,378	1,55,689	2·27	116	60·22
1907 . . .	64·75	69,34,602	4,17,179	1,35,752	1·96	124	67·46
1908 . . .	64·75	69,44,148	4,44,076	2,00,352	2·89	132	54·88
1909 . . .	64·75	69,86,248	5,16,290	2,60,923	3·73	153	49·45
1910 . . .	64·75	69,48,970	5,62,461	2,56,954	3·69	167	54·32
1911 . . .	64·75	69,56,785	6,00,932	2,89,925	4·17	178	51·75
1912 . . .	64·75	69,64,901	6,30,410	3,00,036	4·31	187	52·41
1st qr. of 1913 .	64·75	69,56,035	1,61,124	81,334	1·17	191	49·52
1913-14 . . .	64·75	69,85,278	6,59,639	2,79,356	4·00	196	57·65
1914-15 . . .	64·75	70,15,724	6,68,795	2,73,627	3·90	199	59·09
1915-16 . . .	64·75	70,51,322	7,01,335	3,21,080	4·55	208	54·22

10 (*h*) Tanjore District Board railway (3′ 3⅜″ gauge)—

This railway originally extended from Mayavaram to Mutupet and was constructed by the South Indian Railway Company from funds of which half were provided by the Government of Madras from Provincial resources, and the other half by the Tanjore District Board from its Railway Guarantee Fund which was constituted by enhancing by 3 pies, *i.e.*, from 9 pies to the maximum rate of twelve pies per rupee, the

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 10 / Sub-heads (*a*) to (*o*). **SOUTH INDIAN RAILWAY SYSTEM**—*contd.*

10 (*h*) Tanjore District Board railway (3′ 3⅜″ gauge)—*contd.*

Local Land Cess raised in the district. From the 1st January 1900 the property of the Government in the Mayavaram-Mutupet line was made over to the Tanjore District Board at the cost price of Rs. 12,34,720. The construction of the extension from Mutupet to Avadaiyarcoil was then undertaken by the South Indian Railway Company at the cost of the Tanjore District Board from the available balances at the disposal of the Board and further funds raised by debentures, bearing interest at 4 per cent per annum, running for a term of 20 years ending with the 31st December 1920, on the security of the Mayavaram-Mutupet railway and of the receipts from their Railway Guarantee Fund—the Government reserving the right to take over the extension at any time on twelve months' notice by assuming any liabilities undertaken by the Board in the form of debentures to raise the money and repaying any further amounts spent by the Board out of the balances at their disposal.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total
1	2	3	4	5
Main line—				
Mayavaram to Tiruvallur	2-4-94	54·08		
Tiruvallur to Mutupet				
Mutupet to Pattukkottai	20-10-02	17·03		
Pattukkottai to Arantangi	31-12-03	28·35		
Arantangi to Quarry	23-8-06	3·90		
			103·36	
Mannargudi extension—				
Nidamangalam to Mannargudi	15-2-15	8·58	8·58	
TOTAL OPEN MILEAGE	...	...	...	111·94
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Tiruturaipundi to Vedaraniem (sanctioned on 15th October 1912)	...	23·12		
Mayavaram to Tranquebar (sanctioned on 15th December 1915).	...	18·00	41·12	41·12
GRAND TOTAL	...	...	...	153·06

Details of construction—

Permanent-way.—The line is laid with first-class 41¼-lb. flat-footed steel and 40·3-lb. flat-footed second class iron rails on sâl, pynkado, west coast teak and jarrah sleepers.

Ballast.—The Mayavaram-Mutupet section is ballasted with laterite and the Mutupet-Arantangi and Nidamangalam-Mannargudi sections are being ballasted with laterite over sand.

Fencing.—The line is fenced only at stations.

Curves.—The sharpest curve is of 818 feet radius.

Gradients.—The ruling gradient is 1 in 200. Between Adirampatnam and Pattukkottai it is 1 in 160 and between Nidamangalam and Mannargudi, 1 in 400.

Contract—

Dated the 22nd July 1897, *between the Secretary of State and the South Indian Railway Company*, as to maintenance and working.

Government of Madras, Public Works Department, letter No. 87 Ry., dated the 1st March 1913, as to the adoption of the Government financial year for the preparation of accounts.

Main provisions of contract—

(i) *Land.*—Provided by the Government free of cost to the Company.

(ii) *Government aid.*—The railway (which is the property of the Tanjore District Board) was constructed, and is maintained and worked by the South Indian Railway Company, who provide the rolling-stock required for the traffic of the branch line.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } The line is maintained and worked at the same percentage of its gross receipts as obtains half-yearly on the South Indian Railway Company's undertaking as a whole, including the Tanjore District Board's line, *plus* the cost of making good any damage affecting the Branch, *plus* 5 per cent of gross receipts for the use of the Company's rolling-stock, *plus* interest on the Company's capital outlay at joint stations provided for in clause 12 of the agreement, *plus* such sums as according to the rules of the Company's Provident Institution are payable thereto.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } As noted under 10(*b*), South Indian railway (3′ 3⅜″ gauge).

(vii) *Power of the Government to determine contract.*—
(viii) *Power of the Company to determine contract.*— } On 12 months' notice expiring on the 31st December in any year.
(ix) *Term of contract.*—As in (vii) and (viii) above.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (}a\text{) to (}o\text{)}}$. **SOUTH INDIAN RAILWAY SYSTEM**—*contd.*

10 (*k*) Tanjore District Board railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working (Those for the periods prior to 1900 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1900 . . .	54·08	26,50,776	* 2,32,280	97,782	3·69	83	57·90
1901 . . .	54·08	32,17,511	2,90,637	1,35,765	4·22	103	53·29
1902 . . .	71·11	38,18,202	3,08,879	1,46,764	3·84	103	52·48
1903 . . .	99·46	45,70,190	3,90,747	2,09,167	4·58	106	46·47
1904 . . .	99·46	46,32,763	5,24,490	2,61,364	5·64	101	50·17
1905 . . .	99·46	47,33,090	5,86,680	2,65,302	5·61	113	54·78
1906 . . .	103·36	47,98,375	6,01,066	2,32,833	4·85	116	61·26
1907 . . .	103·36	47,86,554	6,33,181	2,86,169	5·98	118	54·80
1908 . . .	103·36	48,05,788	6,87,571	2,77,134	5·77	128	59·69
1909 . . .	103·36	48,08,937	6,84,734	2,70,086	5·62	127	60·56
1910 . . .	103·36	48,45,390	7,59,296	2,96,545	6·12	141	60·94
1911 . . .	103·36	48,56,852	8,36,516	3,63,851	7·49	156	56·50
1912 . . .	103·36	48,69,026	9,06,508	3,84,660	7·90	169	57·57
1st qr. of 1913 .	103·36	48,90,882	2,37,084	76,659	1·57	176	67·67
1913-14 . . .	103·36	52,09,745	9,79,466	3,49,568	6·71	182	64·31
1914-15 . . .	111·94	54,26,680	9,51,392	3,34,880	6·17	163	64·81
1915-16 . . .	111·94	60,05,137	10,05,288	4,41,256	7·35	173	56·11

10 (*l*) Tinnevelly-Quilon (Travancore) railway (British section) (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Tinnevelly to Kallidaikurichi	1-6-02	19·13	
Kallidaikurichi to the British frontier near Shencottah	1-8-03	31·28	
TOTAL . .	...	...	50·41

Details of construction—

Permanent-way.—The line is laid with 50-lb. bull-headed steel rails on cast iron pot sleepers.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is fenced at stations and at a few places where it runs close to villages and public roads.

Curves.—The sharpest curve is of 1,432·5 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Contracts—

Dated the 27th June 1901 (known as the "Travancore contract" and supplemental to the principal contract of 1890) *between the Secretary of State and the South Indian Railway Company*, as to the construction, maintenance and working of the Travancore Branch.

Dated the 21st December 1910 (supplemental to the contracts of 1890 and 1901) *between the Secretary of State and the South Indian Railway Company*, modifying the contract of 1901.

Dated the 23rd April 1914 (supplemental to the contracts of 1890, 1901 and 1910) between the Secretary of State and the South Indian Railway Company, as to the adoption of the Government financial year for the preparation of accounts.

Main provisions of contracts—

(i) *Land.*—
(ii) *Government aid.*— } As under 10 (*b*) South Indian railway (3′ 3⅜″ gauge).

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } The line is worked by the South Indian Railway Company at the same proportion of its gross earnings of each half-year as obtains on the whole of the Company's undertaking, including the Travancore Branch, *plus* the usual contribution to the Provident Institution. The "net revenue receipts" of a half-year so arrived at of the Travancore Branch are then applied, in the following manner and order, in payment to the Government of interest—

(*a*) on debentures and debenture stock, and
(*b*) due on any capital advanced by the Government } for the purpose of the branch;

(*c*) the surplus, if any, is divisible between the Government and the Company in the proportion in which the residue of net receipts of the undertaking is divisible as noted against (iii) (*d*) under 10 (*b*) South Indian railway (3′ 3⅜″ gauge).

If the net receipts of the Branch fall short of the interest charges, the deficiency is first to be divided between the Native State and British sections of the line in proportion to the capital cost of the sections, and as between the Secretary of State and the Company so much of the deficiency

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (o)}}$. **SOUTH INDIAN RAILWAY SYSTEM**—*contd.*

10 (*i*) Tinnevelly-Quilon (Travancore) railway (British section) (3′ 3⅜″ gauge)—*concld.*

Main provisions of contract—*concld.*

as is attributable to the Native State section is to be borne by the Secretary of State, and so much as is attributable to the British section is to be borne by the Secretary of State and the Company in the proportion in which any surplus of net receipts over interest charges would have been divisible. The Company's share of any such deficiency may be deducted by the Secretary of State from its share of any surplus profits due under the principal contract for the same half-year or under this contract or the principal contract for the next succeeding half-year.

As between the Government and the Travancore Durbar, the latter has under-written the guarantee of interest to the extent of the capital cost of the portion of the line in its territory; and it has been agreed that any surplus retained by the Government in accordance with the foregoing shall be divided between them in proportion to the respective lengths of the British and Native State sections of the line, and that the share of any deficiency attributable to the latter shall be borne by the Travancore Durbar.

(v) *Rates and fares*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
(vii) *Services for any Department of the Travancore Durbar.*—
(viii) *Power of the Government to determine contract.*—
(ix) *Power of the Company to surrender contract.*—
(x) *Term of contract.*—

} As under 10 (*b*) South Indian railway (3′ 3⅜″ gauge).

Statistics of working—

Year.	Mileage open at end of each year.		Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.		Gross earnings.	Net earnings	Percentage of net earnings on total capital outlay given in columns (4) and (5).	Interest charges.		Gain or loss (+) pertaining to each year.			Earnings per mile per week.	Proportion of expenses to earnings.
										British section.				
	British section.	Native State section.	British section.	Native State section.				British section.	Native State section.	South Indian Railway Company.	State.	Native State section.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	Miles.	Miles.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
1902	19·05	...	31,64,655	75,81,838	47,210	26,039	0·24	1,15,306	2,30,014	...	—89,267	—2,30,014	81	44·84
1903	49·50	0·43	38,46,098	1,01,18,508	1,68,379	99,038	0·71	1,21,989	3,14,967	—15,596	—80,817	—2,41,505	101	41·18
1904	50·40	57·98	40,40,486	1,15,98,498	3,05,764	1,49,690	0·96	1,39,945	3,95,455	—16,145	—91,408	—2,78,157	185	51·04
1905	50·48	57·98	43,40,925	1,17,84,078	4,86,757	2,49,307	1·55	1,44,178	3,32,112	—13,234	*+5,038	—2,18,787	86	48·78
1906	50·48	57·98	43,62,235	1,18,26,747	4,97,643	2,22,479	1·37	1,45,163	3,86,240	—13,989	—56,715	—2,38,270	88	55·29
1907	50·48	57·98	43,86,635	1,18,07,091	5,97,098	3,04,860	1·88	1,50,213	3,97,953	—10,269	—54,916	—1,78,121	106	48·94
1908	50·48	57·98	43,89,979	1,17,98,653	6,42,077	2,93,380	1·81	1,51,593	3,99,756	—10,481	—59,438	—1,88,055	114	54·31
1909	50·41	58·05	43,93,309	1,17,97,245	6,50,948	2,95,529	1·83	1,44,338	3,85,580	—9,034	—54,383	—1,70,972	115	54·60
1910	50·41	58·05	44,22,418	1,18,26,000	6,80,080	3,04,658	1·88	1,45,069	3,86,342	—8,351	—52,836	—1,65,566	121	55·29
1911	50·41	58·05	44,40,594	1,18,24,590	7,66,515	3,47,453	2·14	1,48,395	3,99,802	—3,904	—50,747	—1,46,093	136	54·67
1912	50·41	58·05	44,20,640	1,18,18,994	8,15,945	3,85,321	2·37	1,48,147	4,00,801	—3,119	—40,957	—1,19,551	145	52·78
1st qr. of 1913	50·41	58·05	44,19,271	1,18,22,921	1,19,831	73,657	0·45	37,049	1,00,190	—1,191	—16,058	—46,333	136	61·60
1913-14	50·41	58·05	44,19,503	1,18,74,349	9,03,390	3,55,800	2·18	1,18,201	3,31,151	—3,606	—21,821	+68,125	160 158	60·62
1914-15.	50·41	58·05	43,62,872	1,27,03,873	8,92,082	2,65,752	1·56	1,48,458	4,03,606	—5,561	—67,837	—2,12,914		70·21
1915-16.	50·41	58·05	43,52,433	1,45,43,178	9,85,938	4,01,070	2·12	1,53,758	4,15,849	—3,494	—32,181	—1,32,862	175	59·32

* Due to abnormal increase in net earnings.

10 (*j*) Tinnevelly Quilon (Travancore) railway (Native State section) (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Quilon to Punalur	1-6-04	28·28		
Punalur to the Frontier of the Travancore State near Shencottah	26-11-04	29·77		
TOTAL OPEN MILEAGE	...	...	58·05	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Quilon to Trivandrum (sanctioned on 1st October 1913)	...	37·91		
			37·91	
GRAND TOTAL.	...	...	...	95·96

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (o)}}$ **. SOUTH INDIAN RAILWAY SYSTEM—***contd.*

10 (*j*) Tinnevelly-Quilon (Travancore) railway (Native State section) (3′ 3⅜″ gauge)—*concld.*

Details of construction—

Permanent-way.—The line is laid with 50-lb. bull-headed steel rails on cast iron pot sleepers, except for a length of 23·50 miles, between Punalur and Shencottah, where there are wooden sleepers of jarrah, irul and teak.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is fenced only at stations and at a few places where it runs close to villages and public roads.

Curves.—The sharpest curve is of 477 feet radius.

Gradients.—The ruling gradient between Quilon and Punalur is 1 in 100 and between Punalur and Shencottah 1 in 50.

Contracts—

The line is worked on the same terms as apply to the Tinnevelly-Quilon (Travancore) railway (British section) [10 (*i*)].

Statistics of working—

See under British section [10 (*i*)].

10 (*k*) Morappur-Hosur railway (2′ 6″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Morappur to Dharmapuri	18-1-06	18·53	
Dharmapuri to Hosur	15-5-13	54·87	
TOTAL	...	...	73·40

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails laid on cross sleepers of pynkado.

Ballast.—The line is ballasted with stone in cuttings and moorum in banks with a stone covering broken to 2″ gauge.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 67.

Contracts—

The line is the property of Government, on whose behalf it was worked by the former Madras Railway Company up to the 31st December 1907. With effect from the 1st January 1908 it was made over to the South Indian Railway Company for maintenance and working as an integral part of their undertaking under the contracts noted under 10 (*b*), South Indian railway (3′ 3⅜″ gauge).

But no portion of the capital expenditure on the Dharmapuri-Hosur section is debitable to the capital account of the South Indian Railway Company. It will be for the separate account of the Government of India.

Statistics of working (Those for the periods prior to 1908 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908	18·53	8,39,999	37,145	3,769	0·45	39	89·85
1909	18·53	9,22,100	39,270	—6,883	...	41	117·53
1910	18·53	12,56,128	45,796	9,627	0·77	48	78·98
1911	18·53	20,37,238	41,315	36	...	43	99·91
1912	18·53	25,38,828	48,998	2,581	0·10	51	94·73
1st qr. of 1913.	18·53	28,75,960	11,918	—2,743	...	49	123·02
1913-14	73·40	30,32,268	1,19,739	2,887	0·10	31	97·59
1914-15	73·40	30,17,575	1,32,588	—23,737	...	35	117·90
1915-16	73·40	30,11,243	1,54,913	7,411	0·25	41	95·22

APPENDIX 1—*contd.*

History of railways constructed and in progress.

(For Index see page preceding this appendix.)

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (o)}}$. SOUTH INDIAN RAILWAY SYSTEM—*contd.*

10 (*l*) Tirupattur-Krishnagiri railway (2′ 6″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Tirupattur to Krishnagiri	18-9-05	25·38	25·38

Details of construction—

Permanent-way.—The permanent-way consists of 80-lb. flat-footed steel rails laid on cross sleepers of Malabar teak.

Ballast.—The line is ballasted with stone in cuttings and moorum in banks with a stone covering broken to 2″ gauge.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 67.

Contracts—

The line is the property of Government, on whose behalf it was worked by the former Madras Railway Company up to the 31st December 1907. With effect from the 1st January 1908 it was made over to the South Indian Railway Company for maintenance and working as an integral part of their undertaking under the contracts noted under 10 (*b*) South Indian railway (3′ 3⅜″ gauge).

Statistics of working (Those for the periods prior to 1908 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908	25·38	10,87,305	53,682	1,233	0·11	41	97·70
1909	25·38	10,86,836	45,692	312	0·03	35	99·32
1910	25·38	11,14,660	57,179	10,061	0·90	43	82·40
1911	25·38	11,01,519	65,298	18,179	1·65	49	72·16
1912	25·38	10,98,576	63,563	19,179	1·75	48	69·83
1st qr. of 1913.	25·38	10,98,617	11,825	—1,664	...	36	114·07
1913-14	25·38	11,13,720	60,912	—5,583	...	46	109·17
1914-15	25·38	11,55,650	65,459	5,139	0·44	50	92·15
1915-16	25·38	11,28,324	68,245	16,248	1·44	52	76·19

10 (*m*) Suramangalam-Salem railway (5′ 6″ gauge)—

Sanction to the construction of this line by the South Indian Railway Company on behalf of the District Board of Salem was conveyed in Railway Board's Notification No. 72, dated the 23rd March 1915.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Suramangalam to Salem (Sanctioned on 23rd March 1915)	...	3·86	3·86

10 (*n*) Manamadura-Sivaganga railway (3′ 3⅜″ gauge)—

Sanction to the construction of this line by the South Indian Railway Company on behalf of the District Board of Ramnad was conveyed in Railway Board's Notification No. 336, dated the 2nd December 1915.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (}a\text{) to (}o\text{)}}$. **SOUTH INDIAN RAILWAY SYSTEM—*concld.***

10 (*n*) Manamadura-Sivaganga railway (3′ 3⅜″ gauge)—*concld.*

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Manamadura to Sivaganga (sanctioned on 2nd December 1915)	...	12·00	12·00

10 (*o*) Tinnevelly-Tiruchendur railway (3′ 3⅜″ gauge)—

Sanction to the construction of this line by the South Indian Railway Company on behalf of the District Board of Tinnevelly was conveyed in Railway Board's telegram No. 309-2246, dated the 12th July 1915.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Tinnevelly to Tiruchendur (sanctioned on 12th July 1915)	...	38·18	38·18

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 12}}{\text{Sub-heads (a) to (d)}}$. **ASSAM-BENGAL RAILWAY SYSTEM** (3′ 3⅜″ gauge)-

Chairman.—Sir Frederick R. Upcott, K.C.V.O., C.S.I.
Managing Director.—James Meadows Rendel, Esq.
Offices.—Bishopsgate House, 80, Bishopsgate, London, E. C.
Date of registration of the Company.—18th March 1892.

The construction of the Assam-Bengal railway as a State line was sanctioned in May 1891. The Assam-Bengal Railway Company was formed in England in April 1892 and took over the works commenced by the State. The late Noakhali (Bengal) railway, which was worked by the Assam-Bengal Railway Company up to the end of 1905, was purchased by Government and amalgamated with the Assam-Bengal railway from the 1st January 1906.

Lines comprised in the system—

The Assam-Bengal railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Assam-Bengal railway (3′ 3⅜″ gauge)	807·92	7·17	815·09
(*b*) Ckaparmukh-Silghat railway (3′ 3⅜″ gauge)	...	50·00	50·00
(*c*) Katakhal-Lalabazar railway (3′ 3⅜″ gauge)	...	23·30	23·30
(*d*) Mymensingh Bhairab Bazar railway (3′ 3⅜″ gauge)	...	113·23	113·23
Total	807·92	193·70	1,001·62

12 (*a*) Assam-Bengal railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Main line—					
Chittagong Port to Chittagong	3-11-95	1·73			
Chittagong to Feni	1-7-95	55·90			
Feni to Comilla	1-7-95	35·10			
Comilla to Akhaura	1-1-96	29·41			
Akhaura to Karimganj	4-12-96	114·00			
Karimganj to Badarpur	4-12-96	12·00			
Badarpur to Dámchara	23-4-99	*18·53			*Of this 3 miles between Katlichara and Damchara, were re-constructed in 1915.
Dámchara to Lumding	1-12-03	††44·29			††Excluding 52 miles, between Damchara and Maibang under re-construction.
Lumding to Nazira	1-1-01	141·87			
Nazira to Lakwá	15-11-01	10·71			
Lakwá to Bhojo	1-2-03	12·72			
Bhojo to Tinsukia	1-3-03	41·53			
			517·79		
Branches—					
Noakhali branch—					
Láksám to Noakhali	15-5-03	30·46			‡Of this 16·50 miles, between Maibang and Langting, were re-constructed in 1915.
			30·46		
Chandpur branch—					
Láksám to Chandpur	1-7-95	31·62			
			31·62		
Tangi branch—					
Akhaura to Ashuganj on the left bank of the Surma	1-4-10	19·05			
Ashuganj junction wagon ferry	1-4-15	0·80			
Daulat Kandi Ghat (on the right bank of the Surma) to Tangi	1-7-14	39·07			
			58·92		
Sylhet branch—					
Kulaura to Fenchuganj Ghat	16-4-12	15·10			
Kusiyara to Sylhet	1-4-15	15·14			
			30·24		
Silchar branch—					
Badarpur to Katakhal	13-6-98	6·27			
Katakhal to Silchar	8-11-98	12·35			
			18·62		
Gauháti branch—					
Gauháti Ghát to Gauháti	11-97	1·32			
Gauháti to Jamunamukh	1-1-97	74·11			
Jamunamukh to Lanka	2-1-99	19·11			
Lanka to Lumding (temporary station)	1-3-99	15·55			
Lumding (temporary station) to Lumding	20-2-00	3·44			
			113·53		
Dikhow Extension—					
Dikhow to Behubar	4-2-13	6·74	6·74		
TOTAL OPEN MILEAGE	...	...	...	807·92	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—					
Fenchuganj Ghat to Kusiyara (sanctioned on 18th November 1912).	...	1·34			
Daulat Kandi to Bhairab Bazar (sanctioned on 4th September 1914).	...	3·54			
Naginimara extension (sanctioned on 11th June 1914).	...	2·29	7·17	7·17	
GRAND TOTAL	...	...	...	815·09	

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 12}}{\text{Sub-heads (a) to (d)}}$ **ASSAM-BENGAL RAILWAY** (3′ 3⅜″ gauge)—*contd.*

12 (*a*) Assam-Bengal railway (3′ 3⅜″ gauge)—*contd.*

Details of construction—

Permanent-way.—The line is laid with 50-lb. flat-footed steel rails, partly on sâl and pynkado, and partly on bastard sâl, nageshur, jarrah wood and ironbark sleepers. The Noakhali and Sylhet branches are laid with 41¼-lb. steel rails on sâl sleepers.

Ballast.—The ballast consists of broken brick, stone and laterite. The whole line has not yet been ballasted.

Fencing.—The line is fenced between Chittagong Port and Silchar, Láksám and Chandpur, Akhaura and Ashuganj, Gauháti Ghât and Gauháti, and half a mile from Gauháti towards Lumding, and at some stations on the hill section.

Curves.—The sharpest curve is of 358 feet radius.

Gradients.—The ruling gradient between Chittagong and Badarpur is 1 in 150; between Badarpur and Lumding, 1 in 60, with a 1 in 37 banking section, 8·54 miles long; between Gauháti and Tinsukia, and Kulaura and Fenchuganj, 1 in 100; between Láksám and Noakhali, 1 in 200; between Láksám and Chandpur, 1 in 300; between Badarpur and Silchar, 1 in 150; and between Akhaura and Tangi, 1 in 200.

Contracts—

Dated the 26th April 1892 (called the principal contract), *between the Secretary of State and the Assam-Bengal Railway Company,* as to the construction, management, maintenance and working, by the Company, of their undertaking.

Dated the 12th April 1897 (supplemental to the contract of 1892) *between the Secretary of State and the Assam Bengal Railway Company,* as to the raising of £300,000 by means of debentures.

Dated the 6th December 1899, *between the Secretary of State and the Assam-Bengal Railway Company,* as to the extension of time for the completion of the railway.

Dated the 4th November 1902, *between the Secretary of State and the Assam-Bengal Railway Company,* relating to the renewal of debentures issued by the Company.

Dated the 29th April 1903 (supplemental to the contract of 1892), *between the Secretary of State and the Assam-Bengal Railway Company,* as to the adoption of 1*s.* 4*d.* per rupee as the "prescribed" rate of exchange.

Dated the 11th April 1906 (supplemental to the contract of 1892), *between the Secretary of State and the Assam-Bengal Railway Company,* as to the acquisition by the Company of the Noakhali (Bengal) railway for the purpose, and as a part, of their undertaking as from 1st January 1906.

Dated the 5th March 1914 (supplemental to the contract of 1892), *between the Secretary of State and the Assam-Bengal Railway Company,* as to the adoption of the Government financial year for the purposes of accounts.

Main provisions of contracts—

(i) *Land.*—Provided by the Government free of cost to the Company.

(ii) *Government aid.*—Government guarantee interest in sterling at 3 per cent on the Company's share capital of £ 1,500,000. (Up to 30th June 1898 interest was allowed at 3½ per cent.)

(iii) *Distribution of profits.*—The net earnings to be applied in payment to the Government of—

(*a*) The equivalent in rupees of interest paid on debenture capital; provided that, if the Company's share capital is not less than $\frac{3}{11}$ths of the total capital expenditure, the rate of interest recovered under this sub-head (on debentures issued previous to 30th June 1898) shall not exceed the rate for the time being applicable to the Company's share capital;

(*b*) the equivalent in rupees of the guaranteed interest paid to the Company in respect of share capital; and

(*c*) interest on the capital contributed, or deemed to be contributed, by the Government, at the same rate as the guarantee for the time being on the Company's capital. But if the capital advanced by Government exceed $\frac{8}{11}$ths of the total capital expenditure for the time being, the rate of interest on the amount of the excess to be subject to agreement.

"Surplus profits", after interest charges have been met, are divided between the Company and the Government in the ratio of the respective amounts of capital expended by them on the undertaking.

(iv) *Rates and fares.*—To be approved by the Government.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—To be conveyed on the same general conditions as obtain on State railways of the same gauge, and at rates to be approved by the Government.

(*b*) Government bullion and coin, and the persons in charge thereof.—To be conveyed at special rates to be approved by the Government.

(vi) *Power of the Government to determine contract.*—The railway and its appurtenances are absolutely the property of the Government, who may determine the contract on the 31st December 1921, or at the end of any succeeding tenth year by giving 12 months' previous notice.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 12 / Sub-heads (*a*) to (*d*) **ASSAM-BENGAL RAILWAY** (3′ 3⅜″ gauge)—*contd.*

12 (*a*) Assam-Bengal railway (3′ 3⅜″ gauge)—*concld.*

Main provisions of contracts—*concld.*

The Government may also determine the contract at any time on six months' previous notice, if the Company fail to fulfil its obligations, or if the line be worked at a loss for three consecutive half-years. On the determination of the contract, the Company is to hand over to the Government the railway and all its belongings of every description, on repayment by the Government of the amount in sterling, at the par value, of the share capital paid by the Company to the Government, and of any existing liabilities, including debentures, incurred with the sanction of the Secretary of State.

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract.*—Not specified.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open, and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.	Remarks.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		
1895 .	129·49	4,27,47,293	2,14,426	—8,047	...	13,95,636	—14,03,683	64	103·75	* The decrease in net earnings is due to heavy expenditure of an extraordinary character, *e.g.*, heavier renewals of sleepers, repairs to jetty sheds destroyed by fire in 1907 and commission on debentures renewed in 1908.
1896 .	285·90	5,59,03,217	6,18,785	33,238	0·06	23,73,034	—23,39,796	71	94·63	
1897 .	360·63	6,94,23,486	9,90,640	72,214	0·10	22,56,279	—21,84,065	63	92·71	
1898 .	379·25	8,32,11,758	13,08,124	54,551	0·07	24,45,275	—23,90,724	83	95·83	
1899 .	434·66	19,45,26,273	16,19,646	3,22,704	0·37	28,63,084	—25,40,380	75	80·08	
1900 .	436·26	10,31,71,309	17,09,955	3,64,364	0·38	33,31,390	—29,67,026	75	78·69	
1901 .	539·21	11,17,19,504	21,34,252	4,56,654	0·44	35,06,252	—30,49,598	70	78·60	
1902 .	589·21	11,87,04,959	20,96,058	2,54,418	0·23	38,08,387	—35,53,969	68	87·86	
1903 .	740·38	12,40,28,548	23,97,658	4,43,963	0·35	40,71,450	—36,27,487	71	81·48	
1904 .	740·38	12,60,09,639	29,53,962	1,05,320	0·08	41,66,585	—40,61,145	77	96·43	
1905 .	740·38	12,78,56,722	34,14,295	1,25,615	0·10	42,61,306	—41,35,691	88	96·32	
1906 .	775·28	13,25,20,704	42,20,064	4,27,858	0·30	44,53,682	—40,25,824	104	89·86	
1907 .	775·28	13,49,01,242	48,90,137	6,40,254	0·47	37,92,277	—31,52,023	122	86·91	
1908 .	775·28	13,90,59,050	46,96,729	*53,309	0·04	41,64,794	—41,11,485	117	98·87	
1909 .	770·84	14,31,45,488	49,14,893	4,47,461	0·31	43,64,911	—39,17,450	122	90·90	
1910 .	789·89	14,45,68,076	51,70,052	7,84,033	0·54	44,08,319	—36,24,286	126	84·83	
1911 .	789·89	14,79,47,899	55,76,145	11,37,710	0·77	45,86,405	—34,48,695	136	79·59	
1912 .	804·99	15,04,29,093	64,50,146	17,29,637	1·15	46,70,106	—29,40,469	155	73·18	
1st qr. of 1913.	804·99	15,18,32,951	18,08,616	5,96,938	0·39	11,75,440	—5,78,502	173	66·99	†Decrease in the mileage is due to the closing down of the hill section.
1913-14 .	811·73	15,70,22,687	70,42,793	22,71,129	1·45	49,09,954	—26,38,825	167	67·75	
1914-15 .	847·98	16,24,85,226	68,85,473	17,31,408	1·07	51,33,336	—34,01,928	156	74·35	
1915-16 .	†807·92	16,49,71,133	67,47,378	14,90,502	0·91	52,48,999	—37,58,497	161	77·92	

12 (*b*) Chaparmukh-Silghat railway (3′ 3⅜″ gauge)—

Date of registration of the Company—1915.

Sanction to the constructian of this line by the Assam-Bengal Railway Company, on behalf of the Chaparmukh-Silghat Railway Company was conveyed in Railway Board's Notification No. 276, dated the 5th October 1915.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Chaparmukh to Silghat (sanctioned on 5th October 1915)	...	50·00	50·00

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 12}}{\text{Sub-head (a) to (d)}}$. **ASSAM-BENGAL RAILWAY** (3′ 3⅜″ gauge)—*concld.*

12 (*c*) Katakhal-Lalabazar railway (3′ 3⅜″ gauge)—

Date of registration of the Company—1915.

Sanction to the construction of this line by the Assam-Bengal Railway Company on behalf of the Katakhal-Lalabazar Railway Company was conveyed in Railway Board's Notification No. 451-P., dated the 9th March 1916.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Katakhal to Lalabazar (sanctioned on 9th March 1916)	...	23·30	23·30

12 (*d*) Mymensingh-Bhairab Bazar railway (3′ 3⅜″ gauge)—

Date of registration of the Company—1915.

Sanction to the construction of this line by the Assam-Bengal Railway Company on behalf of the Mymensingh-Bhairab Bazar Railway Company was conveyed in Railway Board's Notification No. 115, dated the 5th May 1915.

Progress in opening—

Sections of railway.		Date of opening.	Miles.	Total.
1		2	3	4
Mymensingh to Bhairab Bazar	Sanctioned on 5th May 1915	...	71·42	
Gouripur to Bagmara		...	18·00	
Shamgunj to Netrakona		...	10·81	
Jhanjail to Bagmara		...	13·00	
	TOTAL	...	...	113·23

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 13}}{\text{Sub-heads (a) \& (b)}}$ **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM.**

Chairman.—Alexander Izat, Esq., C.I.E.
Secretary.—E. A. Neville, Esq.
Offices.—237, Gresham House, Old Broad Street, London, E.C.
Date of registration of the Company.—23rd October 1882.

Lines comprised in the system.—The Bengal and North-Western railway system is made up of—

	Miles.
(*a*) Bengal and North-Western railway (3′ 3⅜″ gauge)	1,240·92
(*b*) Tirhoot railway (3′ 3⅜″ gauge)	825·62
Total	2,066·54

Running powers—

		Miles.
Home line over Foreign lines—		
Cawnpore to Aishbagh, Cawnpore-Burhwal (3′ 3⅜″ gauge) link, Oudh and Rohilkhand railway	for passenger and goods trains.	45·03
Aishbagh to Daliganj, Lucknow-Bareilly (3′ 3⅜″ gauge) railway		3·40
Daliganj to Burhwal, Cawnpore-Burhwal (3′ 3⅜″ gauge) link, Oudh and Rohilkhand railway		34·57
Benares Cantonment to Benares City, and Benares Cantonment to outer signal on the Benares-Allahabad extension, Oudh and Rohilkhand railway (3′ 3⅜″ gauge)		2·18
At Sitapar within the boundary of the Rohilkund and Kumaon railway		0·85
Total ...		86·03

13 (*a*) Bengal and North-Western railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Sonepore, *vid* Chupra, Savan and Gorakhpur, to Mankapur	15-1-85	221·22		
Mankapur to Gonda	2-4-84	17·36		
Gonda to Colonelganj	29-10-91	17·89		
Colonelganj to Jarwal Road	1-2-92	10·74		
Jarwal Road to Gogra Ghât	18-12-96	2·78		
Gogra Ghât to Chowka Ghât	24-12-98	3·67		
Chowka Ghât to Burhwal	24-11-96	2·88		
			276·54	
Branches and Extensions—				
Digha Ghât branch—				
Sonepore to Palezaghat	15-1-85	7·14		
			7·14	
Mashrak branch—				
Chupra to Mashrak	20-3-10	26·17		
			26·17	
Maharajganj branch—				
Daronda to Maharajganj	1-4-07	3·90		
			3·90	
Savan—Captainganj branch—				
Savan to Thawe	1-4-07	17·82		
Thawe to Tamkuhi Road	15-3-13	22·60		
Tamkuhi Road to Captainganj	26-4-13	38 86		
			79·28	
Bagaha branch—				
Gorakhpur to Chhitauni Ghât	7-2-07	59·88		
Chhitauni Ghât to Bagaha	9-8-12	2·38		
			62·26	
Gorakhpur-Gonda loop—				
Gorakhpur to Uska Bazar	15-12-86	39·58		
Uska Bazar to Barhni	15-1-05	30·88		
Barhni to Tulsipur	15-1-06	24·04		
Tulsipur to Balrámpur	1-6-98	18·15		
Balrámpur to Gonda	15-12-96	23·08		
			135·78	
Jarwa branch—				
Gainsari to Jarwa	12-4-06	9·16		
			9·16	
Ajodhya branch—				
Mankapur to Nawabganj (Gonda)	2-4-84	13·48		
Nawabganj (Gonda) to Ajodhya (Lakarmandi Ghat)	1-12-84	5·05		
			18·53	
Naipalganj Road branch—				
Gonda to Bahraich	2-4-84	37·47		
Bahraich to Naipálganj Road	15-12-86	33·15		
			70·62	
Katarnian Ghât branch—				
Nánpára to Mihinpurwa	15-12-96	14·79		
Mihinpurwa to Katarnian Ghât	25-3-98	27·28		
			42·07	
Sitapur branch—				
Burhwal to Sitapur	13-3-11	58·91	58·91	
Carried over	...	...	...	790·31

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 13}{\text{Sub-heads } (a) \text{ \& } (b)}$. **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM**—*contd.*

13 (*a*) Bengal and North-Western railway (3′ $3\frac{3}{8}$″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.		Date of opening.	Miles.	Total.	Grand total.
1		2	3	4	5
	Brought forward	...	...	...	790·31
Chupra-Benares-Allahabad branch—					
Chupra to Revelganj		15-4-91	7·75		
Revelganj to Manjhi		1-4-99	2·58		
Manjhi to Bakulha		4-2-12	3·33		
Bakulha to Ballia	Ganges-Gogra Doab lines	12-5-99	26·85		
Ballia to Phephna		15-3-99	6·26		
Phephna to Ghazipur Ghât		10-3-03	32·02		
Ghazipur Ghât to Aunrihar		15-3-99	26·88		
Aunrihar to Benares		15-3-99	19·87		
Benares to Madhosingh		1-3-09	28·60		
Madhosingh to Jhusi		21-4-09	41·95		
Jhusi to Izat bridge		1-11-12	2·38		
Izat bridge to Allahabad City		8-5-13	2·16		
				200·63	
Mirzapur Ghât extension—					
Madhosingh to Mirzapur Ghât	Ganges-Gogra Doab lines	1-3-09	6·89		
Mirzapur Ghât to Chilh		25-10-12	0·53		
				7·42	
Bhatni-Benares chord—					
Bhatni to Turtipar		15-12-96	17·23		
Turtipar to Mau	Ganges-Gogra Doab lines	8-6-98	26·00		
Mau to Aunrihar		15-3-99	35·81		
				79·04	
Barhaj branch—					
Salimpur to Barhaj		1-12-97	12·62		
				12·62	
Dohrighat branch—					
Phephna to Indara		15-3-99	31·39		
Indara to Dohrighat		21-3-84	21·59		
				52·98	
Shahganj branch—					
Mau to Azamgarh	Ganges-Gogra Doab lines	8-6-98	26·83		
Azamgarh to Shahganj		14-2-03	34·64		
				61·47	
Jaunpur branch—					
Aunrihar to Jaunpur		21-3-04	36·45		
				36·45	
					450·61
	TOTAL	...	...	...	1,240·92

Details of construction—

Permanent-way.—The main line, the Sitapur branch and the sections from Chupra to Inchcape bridge and Bhatni to Turtipar are laid with 50-lb. steel rails mostly on sâl sleepers. The rest of the line north of the Gogra is laid with 41¼-lb. steel rails mostly on sâl sleepers. The Ganges-Gogra Doab main lines from Turtipar to Allahabad City and Aunrihar to Inchcape bridge are laid with 50-lb. steel rails on sâl sleepers, and the branches with 41¼-lb. steel rails on sâl sleepers.

Ballast.—The whole line, except quite new constructions, is ballasted with kunkur, broken brick or shingle.

Fencing.—The main line and the section from Chupra to Revelganj are fenced.

Curves.—The sharpest curve is of 900 feet radius on the Gorakhpur division.

Gradients.—The ruling gradient is 1 in 300. On the various river ghât lines the gradients are steeper.

Contracts—

Dated the 12th December 1882 (called the original contract), *between the Secretary of State and the Bengal and North-Western Railway Company*, as to the construction and working by the Company of the Bengal and North-Western railway.

Dated the 22nd February 1886 (supplemental to and modifying in some respects the contract of 1882) *between the Secretary of State and the Bengal and North-Western Railway Company.*

Dated the 18th July 1890, *between the Secretary of State and the Bengal and North-Western Railway Company*, as to the taking over and working by the Company of the State railways known as the Tirhoot railway in conjunction with the Company's railway.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 13}}{\text{Sub-heads } (a) \& (b)}$. **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—*contd.***

13 (*a*) Bengal and North-Western railway (3′ 3⅜″ gauge)—*contd.*

Contracts—*concld.*

Dated the 19th December 1894 (supplemental to the contracts of 1882, 1886 and 1890), *between the Secretary of State and the Bengal and North-Western Railway Company*, providing for the further extension of the Company's system of railways and for the exercise by the Company of running powers for through traffic over the Cawnpore-Burhwal 3′ 3⅜″ gauge link of the Oudh and Rohilkhand railway.

Dated the 12th December 1895 (supplemental to the contracts of 1890 and 1894), *between the Secretary of State and the Bengal and North-Western Railway Company*, modifying in some respects the contract of 1890 relating to the Tirhoot railway.

Dated the 23rd July 1896 (supplemental to the contracts of 1882, 1886, 1890, 1894 and 1895), *between the Secretary of State and the Bengal and North-Western Railway Company*, providing for further extensions of the Company's railway and of the Tirhoot railway.

Dated the 15th January 1903 (supplemental to the contracts of 1882, 1886, 1894 and 1896), *between the Secretary of State and the Bengal and North-Western Railway Company*, providing for further extensions of the Company's railway.

Dated the 24th April 1903 (supplemental to the contracts of 1882, 1890 and 1895), *between the Secretary of State and the Bengal and North-Western Railway Company*, as to the adoption of 1*s.* 4*d.* per rupee as the "prescribed" rate of exchange.

Dated the 14th December 1905 (supplemental to the contracts of 1882, 1890, 1895, 1896 and 1903), *between the Secretary of State and the Bengal and North-Western Railway Company*, continuing with modifications the contract of 1890 relating to the Tirhoot railway and modifying in some respects the contract of 1882 relating to the Company's railway.

Dated the 7th October 1907 (supplemental to the contracts of 1882, 1886, 1890, 1894, 1895, 1896, 15th January and 24th April 1903, and 1905), *between the Secretary of State and the Bengal and North-Western Railway Company*, providing for further extensions of the Company's railway.

Dated the 1st October 1908 (supplemental to the contracts of 1882, 1886, 1890, 1894, 1895, 1896, 15th January and 24th April 1903, 1905 and 1907), *between the Secretary of State and the Bengal and North-Western Railway Company*, for providing for a further extension of the Company's railway from Chupra to Mashrak.

Dated the 9th July 1909 (supplemental to the contracts of 1882, 1886, 1890, 1894, 1895, 1896, 15th January and 24th April 1903, 1905, 1907 and 1908), *between the Secretary of State and the Bengal and North-Western Railway Company*, providing for a further extension of the Company's railway, from Burhwal to Sitapur.

Dated the 13th October 1910 (supplemental to the contracts of 1882, 1886, 1890, 1894, 1895, 1896, 15th January and 24th April 1903, 1905, 1907, 1908 and 1909), *between the Secretary of State and the Bengal and North-Western Railway Company*, providing for extensions of the Company's railway connecting the Company's Main lines with the Company's Doab lines and with the Tirhoot railway, respectively, by bridges over the Gogra and Gundak rivers.

Dated the 7th December 1910 (supplemental to the contracts of 1882, 1886, 1890, 1894, 1895, 1896, 15th January and 24th April 1903, 1905, 1907, 1908, 1909 and 13th October 1910), *between the Secretary of State and the Bengal and North-Western Railway Company*, providing for a further extension of the Company's railway from Thawe to Captainganj.

Dated the 13th March 1914 (supplemental to the contracts of 1882, 1886, 1890, 1894, 1895, 1896, 15th January and 24th April 1903, 1905, 1907, 1908, 1909, 13th October and 7th December 1910), *between the Secretary of State and the Bengal and North-Western Railway Company*, providing for the accounts for purposes of these contracts being prepared from 1st April 1913 for the financial year instead of for the calendar year.

Bengal and North-Western Railway Company's Act of 1914, authorising the formation of a "Capital Redemption Fund" out of the general revenues of the Company; the sums at credit of this fund to be utilised in purchasing and cancelling the Company's first or second preference stock.

Main provisions of contracts—

(i) *Land.*—Provided by the Government free of cost for the Company's railway; and at the cost of capital for the Tirhoot railway undertaking.

(ii) *Government aid.*—Nil.

(iii) *Terms of working.*—The Company's railway and the Tirhoot railway undertaking are worked conjointly; but the accounts of each are kept separate and distinct, except those relating to working expenses, other than maintenance, Abstract A.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 13}}{\text{Sub-heads (a) \& (b)}}$. **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM**—*contd.*

13 (*a*) Bengal and North-Western railway (5′ 3$\frac{3}{8}$″ gauge)—*contd.*

Main provisions of contracts—*contd.*

In addition to the ordinary working expenses and usual contributions to the State Railway and Company's Provident Institutions, the working expenses for each half-year include interest at 4 per cent per annum on all outlay up to the 31st December 1904 expended on "rolling-stock," "steamers and barges and landing stages," "stores," and "stations and offices, station machinery, staff quarters and all other works including permanent-way at Sonepore" for joint use, and on all outlay subsequent to that date up to the close of each half-year incurred on the same matters and on "workshops and store buildings, etc." or any other works used for joint purposes. The interest so charged is to be credited to the respective revenue accounts of the Company's railway and the Tirhoot railway undertaking in the ratio of the contributions of capital made to the joint accounts by each.

The working expenses of the open system, exclusive of the charges for maintenance of way works and stations, other than those for general supervision, are divided between the Company's railway and the Tirhoot railway undertaking in proportion to their respective gross earnings.

The charges for maintenance of way, works and stations, other than the charges for general supervision are appropriated and allotted to the Company's railway or the undertaking on the basis of the actual expenditure incurred by each.

(iv) *Distribution of profits.*—As to the Company's railway, under the original contract of 1882 any surplus over 6 per cent was to be equally divided between the Government and the Company; but this provision was rescinded by the contract of the 22nd February 1886, which leaves the profits entirely in the hands of the Company.

As to the open system, after deducting half-yearly from the gross earnings of the Company's railway and of the undertaking, respectively, the working expenses noted under (iii), the balance of the gross earnings (termed net revenue) in the case of the Company's line belongs to the Company, and in the case of the Tirhoot railway undertaking is applied in the following manner and order:—

(*a*) in payment to the Company of interest accruing in each half-year, after the expiration of the period during which interest is chargeable to capital, at 4 per cent per annum on one half of the capital raised and expended by the Company for the purposes of the railway crossing the Gundak river by a bridge, from Bagaha to Chhitauni, including interest paid out of capital during construction;

(*b*) in payment to the Government from the aggregate net revenue for the entire year of interest accruing in such year at 5 per cent per annum on all money advanced or expended by the Government for the purposes of the open lines of the undertaking which have not been repaid to the Government;

(*c*) the residue if not in excess of 10 lakhs going to Government and the Company in the proportion of $\frac{4}{5}$ths to the former and $\frac{1}{5}$th to the latter; if in excess of 10 lakhs, then as to 10 lakhs in the aforesaid proportion and as to the balance in the proportion of $\frac{14}{15}$ths to the Government and $\frac{1}{15}$th to the Company.

The difference between the net revenue of the Company's railway belonging and payable to the Company and the aggregate advances made to the Company, in any half-year, is to be adjusted as soon as known by payments in India between the Government and the Company as the case may require.

(v) *Rates and fares.*—As to the Company's line—to be approved by the Government, who may require the charge for salt, coal and food grains for full-wagon loads carried not less than 100 miles to be reduced to any rate not below $\frac{1}{5}$th pie per maund per mile and for passengers not below 2 pies per mile.

As to the open system—for the carriage of through passengers and goods over the Company's railway, of all through and local passengers and goods over the Tirhoot railway undertaking, and of all passengers and goods from and to the undertaking or any connected railway carried over the Company's railway or any foreign railway connected therewith, the Government have the power to fix and vary the classification for passengers and goods and the maxima and minima fares and rates for the several classes of passengers and goods, respectively. Until otherwise fixed no rate for goods is to be higher than one pie or lower than $\frac{1}{10}$th pie per maund per mile.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 13}}{\text{Sub-heads (a) \& (b)}}$. **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM**—*contd.*

13 (*a*) Bengal and North-Western railway (3′ 3⅜″ gauge)—*contd.*

Main provisions of contracts—*concld.*

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails and post office servants on duty.—To be carried free on the Company's railway; and on the Tirhoot railway on the same general conditions and at the same rates as may be in force on the 3′ 3⅜″ gauge State railways.

(*b*) Troops, police, high Government officials and Government stores.—As to the Company's railway, to be conveyed on the same general conditions as those in force on the 3′ 3⅜″ gauge State railways, and at rates to be approved by the Government. As to the Tirhoot railway undertaking, to be conveyed on the same general conditions and at the same rates as may be in force on State railways of the 3′ 3⅜″ gauge.

(*c*) Government bullion and coin, and the persons in charge thereof.—To be conveyed at special rates approved from time to time by the Secretary of State.

(vii) *Power of the Government to determine the contracts relating to the Company's railway.*—The line and all its appurtenances become the property of Government on the termination of the contracts. If the contracts terminate by the efflux of time the Government is to pay to the Company the value of rolling-stock, movable machinery, stores, etc. The Government may determine the contract after 50 years (*i.e.*, on the 31st December 1932), on one year's previous notice of intention to purchase, paying 25 times the average yearly net earnings, less the share of surplus profits belonging to the Government on the assumption that section 39 (5) of the contract of 1882 had been in actual operation for the five years immediately preceding the *purchase*. And at any time prior to the 31st December 1912, the Government have the right and option to elect that, upon the determination of the contract of 1882 by notice of purchase on the 31st December 1932, they will in lieu of making the aforesaid payment, pay to the Company a sum of money equal to 25 times the average yearly net earnings, less the share of surplus profits belonging to the Government during the five years immediately preceding the *31st December 1912*, on the assumption that section 39 (5) of the contract of 1882 had been in actual operation during the same five years. These terms do not apply to the Doab lines referred to in the contracts of 1896, 1907 and 1910, in respect of which the Government undertake to pay to the Company, in the event of purchase, a sum equal to the capital raised and expended thereon with their sanction, including interest paid out of capital during construction. One-half of the capital raised and expended by the Company for the Manjhi Ghat-Bakulha section, including interest paid out of capital during construction, is to be treated as capital attributable to the Doab lines; the other half, and the whole of the capital for the Bagaha-Chhitauni section, including interest paid out of capital during construction, is to be treated as capital attributable to the Company's main lines. The Government may also determine the contract at any time, at six months' notice, if the Company fail to observe its obligations, on paying the value of rolling-stock, stores, etc., and fair value of the line, less the value of the same treated as a reversionary sum absolutely payable on the 31st December 1981.

(viii) *Power of the Government to determine the contracts relating to the Tirhoot railway undertaking.*—If the original contract with the Company, dated the 12th December 1882, terminate for any reason prior to the expiry of the term of the contracts relating to the Tirhoot railway undertaking, then the latter also, *ipso facto*, terminate at the same time. The Government may also terminate the Tirhoot railway contracts at any time, on 6 months' notice, if the Company fail to observe its obligations. The Government may also terminate the Tirhoot railway contracts on the 31st December 1919, on 6 months' notice: or, at the same date and by the like notice, the Government may modify or alter the terms with the approval of the Company as from the 31st December 1919; but if the Company do not agree to the proposed modifications or alterations then the contracts will terminate on the 31st December 1919. On the determination of the Tirhoot railway contracts the Government will resume possession of the undertaking, and any capital sums which may have been raised by the Government and expended on the Company's lines, or raised and expended by the Company on the undertaking, are to be considered as debts due from the Company and the Government respectively.

(ix) *Power of the Company to surrender contracts.*—Nil.

(x) *Term of contracts relating to the Company's railway.*—99 years, *i.e.*, until the 31st December 1981, subject to (vii).

(xi) *Term of contracts relating to the Tirhoot railway undertaking.*—28 years, *i.e.*, from 1st January 1905 to the 31st December 1932, subject to (viii).

APPENDIX 1—*contd.*

History of railways constructed and in progress

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 13}}{\text{Sub-heads (a) \& (b)}}$ **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—*contd.***

13 (*a*) Bengal and North-Western railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Interest divided between the Government and the Company, in the ratio of gross earnings.	Payments received for working the Tirhoot railway.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	
1884	75·00	1,52,47,428	77,670	—26,221	...	...	—26,221	...	29	133·76
1885	303·00	2,01,86,980	12,05,541	5,89,206	...	...	5,89,206	2·92	72	51·13
1886	376·00	2,32,16,102	18,54,074	8,09,189	...	...	8,09,189	3·49	106	56·36
1887	376·00	2,56,22,684	19,44,002	8,37,004	...	...	8,37,004	3·27	90	56·94
1888	376·00	2,61,51,593	22,09,543	9,88,844	...	...	9,88,844	3·78	102	55·25
1889	376·00	2,63,41,872	22,11,824	10,53,964	...	...	10,53,964	4·00	103	52·35
1890	376·00	2,68,84,918	22,08,788	12,21,020	...	*24,245	12,45,265	4·63	101	44·72
1891	401·00	2,76,68,842	24,76,909	15,48,590	...	69,484	16,18,074	5·85	111	37·48
1892	414·50	2,83,88,821	29,39,077	16,20,567	...	67,060	16,87,627	5·94	125	44·86
1893	414·50	2,84,84,234	26,14,546	15,75,636	...	66,842	16,42,478	5·79	114	39·74
1894	414·50	2,87,24,887	26,17,242	16,87,899	...	72,358	17,60,257	6·13	115	35·51
1895	414·50	3,12,95,704	25,71,036	16,82,766	...	72,909	17,55,675	5·61	112	34·55
1896	478·63	3,43,36,114	26,26,033	16,70,172	...	71,614	17,41,786	5·07	113	36·40
1897	485·55	4,10,32,207	27,55,718	17,24,277	...	74,905	17,99,182	4·38	105	37·43
1898	586·25	4,66,78,822	33,31,690	19,74,920	...	75,885	20,50,805	4·39	112	40·73
1899	743·00	5,16,06,763	43,44,861	26,70,911	...	61,940	27,32,851	5·30	113	38·53
1900	743·00	5,24,73,019	43,64,006	24,79,433	...	49,563	25,28,996	4·82	109	43·18
1901	743·00	5,50,91,630	53,66,794	30,97,372	...	76,853	31,74,225	5·76	134	42·29
1902	747·75	5,84,82,525	55,60,238	29,72,183	...	76,671	30,48,854	5·92	139	46·55
1903	812·96	6,21,09,547	61,98,433	38,53,972	...	1,04,369	39,58,341	6·37	145	37·82
1904	870·80	6,43,92,183	67,16,933	43,28,496	...	1,16,884	44,45,380	6·90	147	35·56
1905	901·32	6,77,55,566	61,79,116	34,34,390	+37,627	1,69,446	36,41,463	5·37	117	43·81
1906	932·18	7,13,66,623	77,02,976	40,92,699	—9,028	2,01,060	42,84,731	6·00	142	46·99
1907	1,014·90	7,50,01,758	89,59,804	49,72,741	—25,044	2,04,275	51,51,972	6·87	154	44·78
1908	1,016·73	7,91,13,230	79,80,293	43,74,935	+45,015	1,58,939	45,78,889	5·79	162	44·78
1909	1,091·56	8,44,52,801	80,65,653	43,59,479	+31,817	58,411	44,49,707	5·27	142	45·95
1910	1,117·14	8,92,16,995	84,58,223	48,85,946	+58,810	2,01,276	51,46,032	5·77	146	42·23
1911	1,175·84	9,31,80,852	99,29,872	57,59,938	+41,140	2,35,109	60,36,187	6·48	162	42·01
1912	1,177·27	9,68,79,261	1,12,49,175	73,19,499	+38,037	3,09,961	76,67,497	7·91	184	34·93
1st qr. of 1913	1,200·00	9,81,20 363	29,13,331	18,67,611	+21,676	1,37,495	20,26,782	2·07	187	35·89
1913-14	1,240·12	9,89,54,245	1,06,80,308	63,85,474	+1,19,400	2,96,483	68,01,357	6·87	166	40·21
1914-15	1,238·67	9,91,40,377	1,08,71,200	65,71,263	+68,754	2,53,006	68,93,023	6·95	169	39·55
1915-16	1,240 92	9,90,50,532	1,02,15,346	60,74,091	+85,587	2,34,486	63,94,164	6·46	158	40·72

* For the second-half of 1890 only as the line was taken over for working from the 1st July 1890.

13 (*b*) Tirhoot railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Sonepore to Hajipur	1-8-87	3·23		
Hajipur to Bachhwara	1-4-00	44·41		
Bachhwara to Barauni Junction	1-5-83	10·05		
Barauni Junction to Thana Bihpur	1-3-00	66·17		
Thana Bihpur to Katareah	1-2-01	17·84		
Katareah to Kursela	10-7-02	3·75		
Kursela to Katihar Junction	7-3-01	23·75		
			169·20	
Branches and Extensions—				
Hajipur-Muzaffarpur branch—				
Hajipur to Muzaffarpur	26-10-84	32·85		
			32·85	
Semaria Ghât extension—				
Barauni Junction to Semaria Ghât	1-5-83	5·06		
			5·06	
Bachhwara-Bagaha branch—				
Bachhwara to Dalsing Sarai	1-5-83	7·00		
Dalsing Sarai to Samastipur	1-11-75	14·75		
Samastipur to Muzaffarpur	24-2-77	32·21		
Muzaffarpur to Motihari	1-2-83	50·30		
Motihari to Bettiah	20-12-83	27·06		
Bettiah to Narkatiaganj	17-1-06	23·52		
Narkatiaganj to Bagaha	1-5-07	27·00		
Bagaha to Gunduck bridge East bank	9-8-12	1·11		
			182·95	
Carried over	...	...	...	390·06

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 13}}{\text{Sub-heads (a) \& (b)}}$ **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM**—*contd.*

13 (*b*) Tirhoot railway (3′ 3⅜″ gauge)—*contd.*

Progress in opening—*contd.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Brought forward	...	...	...	390·06
Hajipur extension—				
Hajipur to Hajipur Ghat	26-10-84	1·89	1·89	
Raxaul branch—				
Sagauli to Raxaul	1-3-99	18·72	18·72	
Samastipur-Darbhanga-Narkatiaganj loop—				
Samastipur to Darbhanga	1-11-75	23·40		
Darbhanga to Sitamarhi	1-7-90	42·00		
Sitamarhi to Riga	1-1-91	5·75		
Riga to Dhang	1-7-91	9·00		
Dhang to Bairagnia	1-3-92	5·25		
Bairagnia to Narkatiaganj	20-12-07	58·75	144·15	
Bhikna Thoree branch—				
Narkatiaganj to Bhikna Thoree	12-2-06	22·29	22·29	
Darbhanga-Bhaptiahi branch—				
Darbhanga to Jhanjharpur	1-2-83	23·66		
Jhanjharpur to Ghogardiha	8-4-86	13·68		
Ghogardiha to Nirmali	8-4-86	6·24		
Nirmali to Bhaptiahi	15-11-87	10·00	53·58	
Bhaptiahi-Pertabganj Ghât branch—				
Bhaptiahi to Raghopur	1-10-88	6·91		
Raghopur to Pertabganj Ghât	1-10-88	4·43	11·34	
Jaynagar branch—				
Sakri to Jaynagar	14-1-05	30·20	30·20	
Bhaptiahi-Mansi branch—				
Bhaptiahi to Makhana Bazar	1-3-07	44·33		
Makhana Bazar to Mansi	15-12-07	15·71	60·04	
Buddham Ghât branch—				
Saharsa to Budham Ghât	15-3-08	15·96	15·96	
Monghyr branch—				
Sahebpur Kamal to Monghyr Ghât	7-3-00	6·04	6·04	
Bhagalpur branch—				
Thana Bihpur to Mahadeopur Ghât	16-12-01	11·36		
Mahadeopur Ghât to Barari Ghât (Steamer service)	...	...		
Barari Ghât to Bhagalpur Kachery	15-3-06	5·75		
Bhagalpur Kachery to Bhagalpur station, E. I. Ry.	23-12-10	1·44	18·55	
Samastipur-Rusera-Khagaria extension—				
Samastipur to Rusera-Ghât	21-12-12	17·72		
Rusera Ghat to Hasanpur Road	7-5-15	10·43		
Hasanpur Road to Khagaria	1-11-15	24·65	52·80	435·56
TOTAL OPEN MILEAGE	...	...	...	825·62
DOUBLE LINE—				
Barauni Junction to Bachhwara	22-9-06	10·05	10·05	

Details of construction—

Permanent-way.—The line is laid with 50-lb. and 41¼-lb. flat-footed steel rails on sâl, pynkado, and jarrah sleepers and cast iron sleepers of Denham-Olpherts' pattern.

Ballast.—The line, except the Bhikna Thoree branch, and most part of Rusera Ghat-Khagaria section, is ballasted with kunkur or broken brick.

Fencing.—The line, except new branches, is fenced with stone posts and 4 wires.

Curves.—The sharpest curve, which is on the main line, is of 2,000 feet radius.

Gradients.—The ruling gradient of the line is 1 in 300, except on 3·42 miles between Samastipur and Pertabganj, where the gradient is 1 in 200 and on the Bhikna Thoree branch where it is 1 in 80, On various river ghât lines the gradients are steeper.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 13}}{\text{Sub-heads (a) \& (b)}}$. BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—*concld.*

13 (*b*) Tirhoot railway (3′ 3⅜″ gauge)—*concld.*

Contracts—
Main provisions of contracts— } As noted under 13 (*a*), Bengal and North-Western railway (3′ 3⅜″ gauge.)

Statistics of working (Those for the periods prior to 1905 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Interest divided in the ratio of gross earnings.	Payment made to the Bengal and North-Western Railway Company for working the line.	Total income.	Percentage of total income on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11	12	13
	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1905 .	565·45	6,21,36,962	61,81,754	35,95,050	—37,627	1,69,446	33,87,977	5·45	23,54,563	+10,33,414	190	42·45
1906 .	614·30	6,73,40,339	66,80,324	38,97,310	+9,028	2,01,060	37,05,278	5·50	23,17,307	+13,87,971	189	41·52
1907 .	763·54	7,19,99,253	75,39,243	42,21,002	+25,044	2,04,275	40,41,771	5·61	23,80,668	+16,61,103	192	43·68
1908 .	774·69	7,33,81,580	81,68,953	44,81,501	—45,015	1,58,939	42,77,547	5·83	24,68,465	+18,09,082	204	45·14
1909 .	774·69	7,42,61,067	75,53,873	40,09,582	—31,817	58,411	39,19,354	5·28	24,73,136	+14,46,218	188	46·92
1910 .	776·13	7,46,12,530	83,14,066	48,01,820	—8,810	2,01,276	45,41,734	6·09	24,92,047	+20,49,687	206	42·24
1911 .	769·04	7,56,16,782	89,15,376	52,68,260	—41,140	2,35,109	49,92,011	6·60	25,53,319	+24,38,692	223	40·91
1912 .	791·51	7,82,44,847	98,30,665	64,73,034	—38,037	3,09,961	61,25,036	7·83	26,48,419	+34,76,617	239	34·15
1st qr. of 1913	791·51	7,86,99,931	26,02,230	16,91,800	—21,676	1,37,495	15,92,629	1·95	7,16,614	+8,16,015	253	34·99
1913-14	788·16	8,07,86,397	1,02,64,997	64,76,739	—1,19,400	2,96,483	60,60,856	7·50	27,70,371	+32,90,485	250	36·90
1914-15	788·45	8,17,15,012	95,03,765	58,14,830	—88,754	2,53,006	54,93,070	6·72	28,43,125	+26,49,945	232	38·82
1915-16	825·62	8,13,00,148	93,11,906	56,14,514	—85,587	2,34,486	52,94,441	6·91	28,30,356	+24,64,085	217	39·71

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 14}}{\text{Sub-heads (a) \& (b)}}$. **BENGAL DOOARS RAILWAY SYSTEM—**

Chairman—Robert Miller, Esq.
Secretary—F. J. Horne, Esq.
Offices—Gresham House, Old Broad Street, London, E. C.
Date of registration of the Company.—30th July 1891.

Lines comprised in the system—The Bengal Dooars railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Bengal Dooars railway (3′ 3⅜″ gauge)	36·40	...	36·40
(*b*) Bengal Dooars railway extensions (3′ 3⅜″ gauge)	116·56	5·31	121·87
Total	152·96	5·31	158·27

The lines were constructed for opening out the Western Dooars and for the development of the tea industry.

14 (*a*) Bengal Dooars railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
East Bank of the Teesta (Barnes Ghât) to Dam Dim	15-1-93	31·00		
			31·00	
Branch—				
Lataguri to Ramshai	11-6-93	5·40		
			5·40	
				36·40
TOTAL	...	...	...	

Details of construction—

Permanent-way.—The line is laid with 41½-lb. flat-footed steel rails on sâl sleepers.
Ballast.—The line is ballasted throughout with stone.
Fencing.—The line is unfenced.
Curves.—The sharpest curve is of 1,432 feet radius.
Gradients.—The ruling gradient is 1 in 150.

Contracts and Agreement—

Contract, dated the 27th April 1891 (called the principal contract), *between the Secretary of State and Messrs. Octavius Steel and Company,* Promoters, Bengal Dooars Railway Company, as to the construction, maintenance, management and working of the Bengal Dooars Railway Company's original line, including the ferries connected therewith.

Agreement, dated the 27th April 1891, *between the District Board of Jalpaiguri and Messrs. Octavius Steel and Company,* Promoters, Bengal Dooars Railway Company, as to the payment of a subsidy by the Board to the Company.

Contract, dated the 2nd March 1898 (supplemental to the contract of 1891), *between the Secretary of State and the Bengal Dooars Railway Company,* as to the construction, management, maintenance, and working of certain extensions of the Company's then existing railways.

Contract, dated the 27th September 1900 (supplemental to that of 1898), *between the Secretary of State and the Bengal Dooars Railway Company,* as to the extension of time for the completion of the line to Hantupara.

Contract, dated the 7th November 1901 (supplemental to those of 1898 and 1900), *between the Secretary of State and the Bengal Dooars Railway Company,* as to the extension of time for the completion of the line to Bagrakote.

Contract, dated the 16th April 1903 (supplemental to the contract of 1898), *between the Secretary of State and the Bengal Dooars Railway Company,* as to the adoption of 1*s.* 4*d.* per rupee as the "prescribed" rate of exchange.

Contract, dated the 1st May 1914 (supplemental to the contract of 1898) *between the Secretary of State and the Bengal Dooars Railway Company,* as to the adoption of the Government Financial year for the preparation of Accounts.

Main provisions of contracts and agreement—

(i) *Land.*—Provided by the Government free of cost to the Company.

(ii) *Government aid.*—Original line: The District Board of Jalpaiguri pay to the Company, out of the District Fund, an annual subsidy of such amount, not exceeding Rs. 4,000, as may be required to make up the net profits in each year to 5 per cent on the capital sum expended.

Original line and Extensions: *Nil.* (It is, however, provided that, on the request of the Company, the Government shall take over the original line and extensions, and shall work and maintain them through the agency of the Eastern Bengal railway, at 40 per cent of the gross receipts in each half-year, paying the remaining 60 per cent over to the Company.)

(iii) *Terms of working.*— } The whole of the profits go to the Company. (If, on a request
(iv) *Distribution of profits.*— } made by the Company, the lines be worked by the Eastern Bengal railway the Government retain in each half-year 40 per cent of the gross earnings, the remaining 60 per cent being paid to the Company after deduction of the income-tax payable to Government.)

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 14}}{\text{Sub-heads (a) \& (b)}}$. **BENGAL DOOARS RAILWAY SYSTEM—*contd.***

14 (*a*) Bengal Dooars railway (3′ 3⅜″ gauge)—*concld.*

Main provisions of contracts and agreement—*concld.*

(v) *Rates and fares.*—Original line, *i.e.*, the Main Line from Barnes Ghât to Mal Junction; the Eastern branch of the Main Line from Lataguri Junction to Ramshai; and the Western branch of the Main Line from Mal Junction to Dam Dim; also the Eastern Extension from Mal Junction to Madarihat; and the Western Extension from Dam Dim to Bagrakote:—Cretain maxima rates and fares for goods (other than food grains, salt, coal for construction, working and maintenance, and construction and revenue stores excluding coal), passengers, luggage, carriages, horses and parcels have been fixed. For food grains, salt, coal for construction, working and maintenance, and for construction and revenue stores, certain maxima and minima have been fixed. If the gross receipts of the original railway and of the two (Eastern and Western) Extensions shall in any one year have reached 12 per cent on the combined capital outlay of those lines, Government may reduce the maxima rates and fares by a figure up to 25 per cent, except in the case of the special rates for food grains, salt, coal for construction, working and maintenance, and construction and revenue stores excluding coal, and for third class passengers. Southern Extension, *i.e.*, from Barnes Junction to Lalmonirhat:—Certain maxima and minima rates and fares have been fixed for goods, passengers, carriages, horses and dogs. Luggage, parcels and bullion are carried at the rates passed by the Railway Conference.

(vi) *Special obligations as to the conveyance of—*

(*a*) Mails, troops, police, high Government officials and Government stores.—Mails to be carried under the same terms and conditions as mails were at the date of contract of 1891 being carried on the Eastern Bengal railway, the Government having power to fix the timing of one train each way daily for the carriage of mails. Postal officials travelling on duty to be given free passes.

(*b*) Government bullion and coin, and the persons in charge thereof. — Not specified.

(vii) *Power of the Government to determine contract.*—If the Company fail to work the Original line and the Extensions for six consecutive months, the Government may determine the contract by paying to the Company a sum equal to their actual expenditure up to the date of notice.

The Secretary of State has the right to purchase the Original line and the Extensions on the 31st December 1919, and at the end of any succeeding seventh year, by giving 12 months' previous notice. In the event of such purchase the price to be paid for the Original line is to be a cash payment of one and two-fifths of the amount of the invested capital liabilities of the Company; while the price for the Extensions is to be a cash payment in England in sterling of a sum equal to 25 years' purchase of the average of the net earnings of the Extensions during the last preceding 5 years, provided that such sum shall not exceed by more than 20 per cent, nor be less than, the total capital expenditure and capital liabilities of the Company in sterling as expended on the Extensions or incurred with the sanction of the Government.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract.*—None specified.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from District Board.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1893 .	36·40	18,49,091	1,14,812	57,639	3·12	...	57,639	3·12	69	49·80
1894 .	36·40	22,84,223	2,05,286	1,04,291	4·57	4,000	1,08,291	4·74	109	49·20
1895	36·40	23,26,476	2,53,537	1,27,459	5·48	4,000	1,31,459	5·65	125	49·73
1896 .	36·40	24,33,213	2,70,451	1,31,814	5·42	...	1,31,814	5·42	136	51·26
1897 .	36·40	25,78,562	2,86,407	1,45,289	5·63	...	1,45,289	5·63	145	49·27
1898 .	36·40	26,68,050	2,69,089	1,14,620	4·30	4,000	1,18,620	4·45	135	57·40
1899 .	36·40	26,26,748	2,73,088	1,18,417	4·51	4,000	1,22,417	4·66	137	56·63
1900 .	36·40	26,42,695	3,32,730	1,89,460	7·17	...	1,89,460	7·17	168	43·06
1901 .	36·40	26,44,873	3,10,920	1,76,399	6·67	...	1,76,399	6·67	156	43·27
1902 .	36·40	26,50,627	2,73,340	1,71,455	6·47	...	1,71,455	6·47	144	37·27
1903	36·40	26,95,547	3,11,131	2,24,952	8·35	...	2,24,952	8·35	156	27·70
1904	36·40	26,64,642	3,46,277	2,56,651	9·63	...	2,56,651	9·63	175	25·88
1905 .	36·40	27,26,891	3,70,343	2,49,598	9·15	...	2,49,598	9·15	196	32·60
1906 .	36·40	27,33,098	4,08,623	2,96,703	10·86	...	2,96,703	10·86	216	27·39
1907 .	36·40	27,56,535	4,20,705	2,84,722	10·33	...	2,84,722	10·33	222	32·63
1908 .	36·40	27,79,347	4,37,252	3,34,102	12·02	...	3,34,102	12·02	231	23·59
1909 .	36·40	28,40,534	4,46,811	3,54,527	12·48	...	3,54,527	12·48	236	20·65
1910 .	36·40	29,73,769	4,86,375	3,73,343	12·55	...	3,73,343	12·55	257	23·24
1911 .	36·40	31,18,394	4,94,386	3,86,765	12·40	...	3,86,765	12·40	261	21·76
1912 .	36·40	31,71,542	5,41,376	4,16,170	13·12	...	4,16,170	13·12	286	23·13
1st qr. of 1913	36·40	31,76,084	1,13,010	77,510	2·44	...	77,510	2·44	239	31·41
1913-14	36·40	32,04,393	5,91,202	4,36,529	13·62	...	4,36,529	13·62	312	26·16
1914-15	36·40	33,37,555	5,76,739	4,21,605	12·63	...	4,21,605	12 63	305	26·90
1915-16	36 40	33,16,175	6,06,384	4,47,087	13·48	...	4,47,687	13·48	320	26,27

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 14}}{\text{Sub-heads (a) \& (b)}}$. **BENGAL DOOARS RAILWAY SYSTEM—*concld.***

14 (*b*) Bengal Dooars railway extensions (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Eastern extension—				
Mal to Chalsa	1-4-01	5·40		
Chalsa to Chengmari	1-1-03	18·45		
Chengmari to Dalgaon	23-3-03	15·84		
Dalgaon to Madarihat	14-6-03	9·31		
			44·00	
Southern extension—				
Barnes Junction to Baura	20-4-00	28·30		
Baura to Bhotemari	21-10-00	16·70		
Bhotemari to Lalmanirhat	20-11-00	20·80		
			65·80	
Western extension—				
Dam Dim to Oodlabari	1-5-01	3·30		
Oodlabari to Bagrakote	1-1-02	3·46		
			6·76	
TOTAL OPEN MILEAGE	...	...	...	116·56
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Chalsa to Matelli (sanctioned on 26th September 1913)	...	5·31	5·31	5·31
GRAND TOTAL	...	...	...	121·87

Details of construction—

Permanent-way.—The line has been laid with 41¼-lb. flat-footed steel rails on sâl sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient of the Southern extension is 1 in 200 and of the Eastern and Western extensions, 1 in 100.

Contracts and Agreement—

Main provisions of contracts and agreements— As noted under 14 (*a*), Bengal Dooars railway (3′ 3⅜″ gauge).

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.	Remarks.
1	2	3	4	5	6	7	8	9
	Miles.	Rs.	Rs.	Rs.		Rs.		
1900	66·00	47,11,632	16,191	...	...	14	72·32	The net earnings for 1900, 1901, 1902 and 1st. half of 1903 were credited to interest on capital during construction.
1901	74·30	62,26,954	1,76,389	...	...	47	60·92	
1902	77·76	72,66,165	2,53,634	...	...	63	65·99	
1903	116·56	80,10,365	3,46,666	79,199	0·99	61	69·78	
1904	116·56	84,97,572	4,15,179	1,08,680	1·28	68	73·85	
1905	116·56	87,92,080	5,12,343	1,97,824	2·25	85	61·39	
1906	116·56	89,99,516	5,83,852	2,91,256	3·24	96	50·10	
1907	116·56	90,70,826	6,04,133	1,43,585	1·58	99	76·23	
1908	116·56	90,88,887	6,19,972	3,14,228	3·46	102	49·31	
1909	116·56	91,36,146	6,08,419	3,14,641	3·44	100	48·28	
1910	116·56	92,06,724	6,58,433	3,45,725	3·75	109	47·49	
1911	116·56	93,43,461	7,07,730	3,60,021	3·85	117	49·13	
1912	116·56	94,43,641	8,92,405	5,01,116	5·31	147	43·85	
1st qr. of 1913	116·56	94,82,328	2,09,414	1,06,083	1·12	138	49·34	
1913-14	116·56	95,55,890	10,49,680	5,55,144	5·92	173	46·07	
1914-15	116·56	98,78,601	10,21,995	5,09,685	5·16	169	50·13	
1915-16	116·56	1,05,48,389	10,35,813	5,08,966	4·83	171	50·86	

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 15}}{\text{Sub-heads (a) and (b)}}$. **BHAVNAGAR STATE RAILWAY SYSTEM.**

Lines comprised in the system.—The Bhavnagar State railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	TOTAL.
	Miles.	Miles.	Miles.
(*a*) Bhavnagar State railway (3′ 3⅜″ gauge)	206·31	55·54	261·85
(*b*) Dhrangadra railway (3′ 3⅜″ gauge)	42·71	...	42·71
Total.	249·02	55·54	304·56

15 (*a*) Bhavnagar State railway (3′ 3⅜″ gauge)—

This line was constructed by Government Agency for the Native State of Bhavnagar (after which it is named). It was worked up to the 31st March 1911 by an Administrative Coalition of the States of Bhavnagar, Gondal, Junagad and Porbandar, which was formed for the purpose of working as one undertaking the railways which, prior to that date, were comprised in the Bhavnagar-Gondal-Junagad-Porbandar railway. The Coalition ceased to exist on the 1st April 1911, on and from which date the line is being worked independently as a separate and distinct railway.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Main line—					
Bhavnagar Docks to Wadhwan Junction	20-12-80	*104·79	104·79		*Includes 1·21 miles of Dock estate line which is worked for goods traffic only.
Branches—					
Dhasa branch—					
Dhola to Dhasa	19-1-81	15·33	15·33		
Kundla extension—					
Dhasa to Liliamota	1-10-11	20·80			
Liliamota to Savar Kundla	17-8-12	15·00	35·80		
Palitana branch—					
Sihor to Palitana	16-11-10	16·92	16·92		
Jasdan extension—					
Botad to Vinchhia	15-5-13	18·41			
Vinchhia to Jasdan	15-9-13	15·06	33·47		
TOTAL, OPEN MILEAGE.	...	...	...	206·31	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION.					
Savar Kundla to Mahuva.	...	...	55·54	55·54	
Dongar to Port Albert Victor					
GRAND TOTAL.	...	...	...	261·85	

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on creosoted pine, deodar and jodka teak sleepers. The line between Bhavnagar City and mile 63/3½ on the main line has been renewed with 50-lb. flat-footed rails, except in station yards. The Jasdan extension is laid with 40-lb. flat-footed rails and the Palitana and Kundla extensions, with second-hand 41¼-lb. flat-footed rails, except 1·85 miles near Liliamota, which are laid with new 40-lb. flat-footed rails.

Ballast.—The line is ballasted with broken stone, with the exception of the length between Chuda and Wadhwan, which is ballasted with kunkur. Newly opened lines are ballasted with stone in cuttings and moorum in banks.

Fencing.—The line is practically unfenced.

Curves.—The sharpest curve is of 1,000 feet radius.

Gradients.—On the main line the ruling gradient is 1 in 200, except for about 10 chains near the Ranpur Bhogawa bridge where it is 1 in 100. Between Sihor and Palitana it is 1 in 100; between Dhasa and Savar Kundla, 1 in 125 and between Botad and Jasdan, 1 in 150.

Agreement—

Nil.—The line is owned and worked by the Bhavnagar State.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1911	157·95	89,52,431	14,58,671	9,07,436	10·14	178	37·79
1912	173·17	1,09,63,312	14,65,875	7,71,271	7·03	163	47·39
1st qr. of 1913	172·66	1,09,92,709	3,67,171	1,93,685	1·76	164	47·25
1913-14	206·31	1,12,27,133	14,42,984	7,38,766	6·58	135	48·80
1914-15	206·31	1,20,88,075	15,48,360	8,28,088	6·85	144	46·52
1915-16	206·31	1,21,16,506	14,93,420	7,81,522	6·45	139	47·67

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 15}}{\text{Sub-heads (a) and (b)}}$. **BHAVNAGAR STATE RAILWAY SYSTEM—*concld.***

15 (*b*) Dhrangadra railway (3' 3⅜" gauge)—

This line was constructed for the Native State of Dhrangadra (after which it is named). It was worked up to the 31st March 1911 by an Administrative Coalition of the States of Bhavnagar, Gondal, Junagad and Porbandar, which was formed for the purpose of working as one undertaking the railways which, prior to that date, were comprised in the Bhavnagar-Gondal-Junagad-Porbandar railway. The Coalition ceased to exist on the 1st April 1911, on and from which date the line is being worked by the Bhavnagar State railway.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Wadhwan Junction to Dhrangadra	1-6-98	20·43	
Dhrangadra to Halvad	1-1-15	19·72	
Dhrangadra Quarry branch	1-9-15	2·56	
TOTAL	...	...	42·71

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails laid on deodar and jodka sleepers.
Ballast.—The ballast used is of broken sandstone.
Fencing.—The line is unfenced.
Curves.—The sharpest curve is of 700 feet radius.
Gradients.—The ruling gradient is 1 in 100.

Agreement—

Provisional agreement, dated the 22nd February 1911, *between the Bhavnagar and Dhrangadra States*, as to the maintenance, management and working of the Dhrangadra railway.

Main provisions of agreement—

(i) *Land.*—Provided by the Dhrangadra Durbar free of cost.
(ii) *Government aid.*—Nil.
(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } Forty per cent of gross earnings (subject to a biennial revision), *plus* 5 per cent for hire of rolling-stock and, in addition, actual expenditure on the maintenance of way, works and stations. The forty per cent is subject to reduction to 35 per cent when the earnings per mile per week exceed Rs. 50.
(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*— } The same as are, for the time being, in force on the Bhavnagar State railway.
(a) Mails, troops, police, officials and Government stores.—
(b) Bullion and coin.—
(vii) *Power of Government to determine agreement.*—Not specified.
(viii) *Power of Durbar to determine agreement.*— } Not specified pending new agreement.
(ix) *Power of Bhavnagar State railway to determine agreement.*—
(x) *Term of agreement.*—To be fixed hereafter.

Statistics of working (Those for the periods prior to 1905 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1905	20·83	5,86,695	49,042	13,375	2·28	45	72·73
1906	20·83	5,86,791	65,121	25,707	4·38	60	60·52
1907	20·83	5,87,610	66,614	24,953	4·25	61	62·54
1908	20·83	5,85,164	53,131	17,756	3·03	49	66·58
1909	20·83	5,85,705	60,202	18,564	3·17	56	69·16
1910	20·83	5,86,796	83,692	34,203	5·83	77	59·13
1911	20·83	5,85,335	93,689	43,546	7·44	68	53·51
1912	20·63	5,85,385	73,811	32,286	5·52	69	56·26
1st qr. of 1913	20·63	5,85,836	20,403	6,389	1·09	76	68·68
1913-14	20·63	5,81,236	87,131	42,643	7·34	81	51·06
1914-15	40·13	11,37,252	1,15,044	59,780	5·26	55	48·04
1915-16	42·71	14,07,179	1,51,106	72,155	5·13	68	52·25

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 16}{\text{Sub-heads } (a) \text{ to } (c)}$. **BURMA RAILWAYS SYSTEM.**

Chairman.—Lieut.-Colonel Alfred Glynn Begbie.

Managing Director.—Walter Home, Esq., C.I.E.

Offices.—199, Gresham House, Old Broad Street, London, E.C.

Date of registration of the Company.—21st July 1896.

Lines comprised in the system.—The Burma railways system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(a) Burma railways (3′ 3⅜″ gauge)	1,341·85	...	1,341·85
(b) Burma railways extensions (3′ 3⅜″ gauge)	186·93	66·25	253·18
(c) Southern Shan States railway (3′ 3⅜″ gauge)	69·68	34·25	103·93
Total	1,598·46	100·50	1,698·96

16 (*a*) Burma railways (3′ 3⅜″ gauge)—

The Burma Railways Company was formed in 1896 for the purpose of taking over the working of the then existing system of State railways (3′ 3⅜″ gauge) in Burma and extending it by the construction of other lines, particularly one from Mandalay to Kunlong. The railways taken over by the Company from Government on the 1st September 1896 comprised the following lines:—Rangoon to Prome on the Irrawaddy river; Rangoon to Mandalay, and thence to the bank of the Irrawaddy, opposite Sagaing; and Sagaing to Myitkyina and a branch to Katha, whence there is communication by river with Bhamo.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
IRRAWADDY SECTION—					
Rangoon to Prome	1-5-77	161·00	161·00		
SITTANG SECTION—					
Main Line—					
Rangoon to Nyaunglebin	4-2-84	93·00			
Nyaunglebin to Toungoo	1-7-85	73·00	166·00		
Branches—					
Suburban lines*	1-3-80	6·00			
	15-7-90	3·00			
Malagon to Bauktaw†	25-8-11	1·70	10·70		*Worked for goods traffic only. †Worked for passenger traffic only.
MANDALAY SECTION—					
Main Line—					
Toungoo to Pyinmana	1-5-88	59·00			
Pyinmana to Yamethin	15-11-88	49·00			
Yamethin to Mandalay	1-3-89	112·00	220·00		
Branches—					
Myingyan branch—					
Thazi to Meiktila	10-5-93	12·89			
Meiktila to Myingyan	15-11-99	57·21	70·10		
Mandalay Shore branch—					
Mandalay to Mandalay shore*	13-4-89	2·50	2·50		
MU VALLEY SECTION—					
Main line—					
Myohaung to Amarapura shore	22-11-91	6·00			
Sagaing to Shwebo	1-7-91	53·05			
Shwebo to Wuntho	4-4-92	99·46			
Wuntho to Nankán	1-11-94	15·46			
Nankan to Mohnyin	21-10-95	74·85			
Mohnyin to Mogaung	1-3-96	52·34			
Mogaung to Myitkyina	1-1-98	36·63	337·29		
Branches—					
Sagaing-Alon branch—					
Ywataung to Alon	15-4-00	70·46	70·46		
Katha branch—					
Naba to Katha	2-10-95	15·00	15·00		
MANDALAY-KUNLONG SECTION—					
Myohaung to Sedaw	1-1-98	13·45			
Sedaw to Maymyo	1-4-00	26·10			
Maymyo to Nawnghkio	20-5-00	34·10			
Nawnghkio to Hsipaw	1-6-01	53·25			
Hsipaw to Lashio	1-3-03	50·94	177·84		
Carried over	...	...	...	1,230·89	

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 16}}{\text{Sub-heads (a) to (c)}}$. **BURMA RAILWAYS SYSTEM—*contd.***

16 (*a*) Burma railways (3′ 3⅜″ gauge)—*contd.*

Progress in opening—*concld.*

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Brought forward	...	...	...	1,230·89	
BASSEIN-HENZADA-LETPADAN SECTION—					
Suburban line at Bassein*	15-1-04	3·18			* Worked for goods traffic only.
Bassein to Henzada	15-12-02	82·25			
Henzada to Henzada shore	20-3-03	2·46			
Tharawaw on the east bank of the Irrawaddy river to Letpadan	20-3-03	23·07			
			110·96	110·96	
TOTAL	...	...	...	1,341·85	
DOUBLE LINE—					
Irrawaddy section—					
Rangoon to Kemmendine	30-10-89	3·50			
Kemmendine to Insein	10-1-90	5·50			
Insein to Hlawga	25-8-05	7·92			
Hlawga to Mogyobyit	1-10-07	3·25			
Mogyobyit to Hmawbi	23-11-07	4·13			
Hmawbi to Wanetchaung	14-2-08	5·00			
			29·30		
Sittang section—					
Rangoon to Pazundaung	1-6-01	0·70			
Pazundaung to Thingangyun	19-4-05	3·40			
Thingangyun to Togyaunggale	2-1-10	2·71			
Togyaunggale to Tewainggyi	30-11-07	4·08			
Tewainggyi to Ledaunggan	23-11-07	4·71			
Ledaunggan to Dabein	10-1-06	6·69			
Dabein to Tongyi	3-1-10	7·75			
Tongyi to Kyauktan	4-1-09	4·06			
Kyauktan to Payathonzu	15-2-09	8·26			
Payathonzu to Pegu	4-1-09	3·51			
			45·87		
Pegu-Pyuntaza section—					
Pegu to Shwehle	10-8-11	5·57			
Shwehle to Payagyi	26-5-11	4·91			
Payagyi to Pyinbongyi	22-5-11	7·83			
Pyinbongyi to Kadok	1-8-11	6·25			
Kadok to Paungdawthi	2-10-11	4·73			
Paungdawthi to Deiku	26-5-11	5·30			
Deiku to Pyuntaza	8-8-11	6·73			
			41·32		
Mandalay section—					
Myohaung to Mandalay	3-10-99	2·45			
			2·45		
TOTAL, DOUBLE LINE	...	...	...	118·94	

Details of construction—

Permanent-way.—The rails in use on the system are 60-lb., 50-lb. and 41¼-lb. flat-footed steel. The sleepers throughout are of Burma teak, pynkado, Thitya, Engyin and Australian hard woods; pynkado largely predominating.

Ballast.—The ballast used is either shingle or broken stone.

Fencing.—The main line, from Prome to Rangoon and Rangoon to Mandalay, and the Bassein-Henzada line are fenced. The Mu Valley line is generally unfenced, except at stations. The Lashio, Myingyan and the Sagaing-Alon branches are unfenced, except at certain stations.

Curves.—On the main line (Rangoon to Mandalay), the sharpest curve has a radius of 573 feet, on the Rangoon-Prome section, of 1,146 feet. The sharpest curves on the Bassein-Henzada, Letpadan-Tharawaw, Thazi-Myingyan and Sagaing-Alon branches have radii of 955, 1,432, 1,273 and 2,865 feet, respectively; on the Lashio branch, of 337 feet; on the Mu Valley line, from Sagaing to Myitkyina, including the Katha branch, of 573 feet.

Gradients.—The ruling gradient on the main line from Prome to Rangoon and Rangoon to Mandalay and Myohaung to Amarapura shore is 1 in 200, except for a short length at mile 124 on the Prome branch, where it is 1 in 150; on the Mu Valley section, from Sagaing to Kanbalu, 1 in 200 uncompensated, from Kanbalu to Naba 1 in 100, and Naba to Myitkyina, 1 in 100 uncompensated, with a banking section, from Mawhan to Mohnyin, of 1 in 60 uncompensated. On the Lashio branch it is 1 in 25 compensated between Sedaw and Thondaung, and 1 in 40 compensated, between Thondaung and Lashio; on the Myingyan branch, 1 in 100 uncompensated; on the Sagaing-Alon branch 1 in 150 uncompensated; and on the Katha branch 1 in 50 uncompensated. Between Letpadan and Tharawaw and Henzada and Bassein, it is 1 in 200.

Contracts—

Contract, dated the 9th March 1897 (called the principal contract), *between the Secretary of State and the Burma Railways Company*, as to taking over the Burma railways, the construction of other railways and their maintenance, management and working.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 16}}{\text{Sub-heads (a) to (c)}}$. **BURMA RAILWAYS SYSTEM**—*contd.*

16 (*a*) Burma railways (3′ 3⅜″ gauge)—*contd.*

Contracts—*concld.*

Contract, dated the 6th February 1902, (supplemental to the contract of 1897), *between the Secretary of State and the Burma Railways Company*, as to the issue of debenture stock of £1,250,000.

Contract, dated the 5th May 1903 (supplemental to the contract of 1897), *between the Secretary of State and the Burma Railways Company*, as to the adoption of 1s. 4*d.* as the "prescribed" rate of exchange.

Contract, dated the 22nd February 1907 (supplemental to the contracts of 1897 and 1903), *between the Secretary of State and the Burma Railways Company*, as to the construction, maintenance, management and working of the Pegu-Moulmein and Henzada-Kyangin extensions and the Daga loop line.

Contract, dated the 23rd February 1907 (supplemental to the contracts of 1897, 1902 and 1903), *between the Secretary of State and the Burma Railways Company*, regarding advances of capital amounting to Rs. 85 lakhs in 1908 to 1906.

Contract, dated the 9th June 1909 (supplemental to the contracts of 1897, 1902, 1903 and the 22nd and 23rd February 1907), *between the Secretary of State and the Burma Railways Company*, as to the conditions on which the Company was authorised to increase its share capital by £1,000,000 and other matters.

Letter from the Burma Railways Company No. 523 (General), dated the 28th March 1911, to the Under Secretary of State for India; Letter from the India Office No. P. W. 596, dated the 18th April 1911, to the Burma Railways Company; } as to the provision of funds to meet further capital expenditure on the Burma railways.

Letter from the Burma Railways Company No. 591 (General), dated the 13th March 1913, to the Under Secretary of State for India, accepting the proposal that advances made by the Secretary of State on and subsequent to 1st April 1913 should bear interest at 4 per cent per annum.

Contract, dated the 7th April 1913, (read as part of the supplementary contract of 22nd February 1907) *between the Secretary of State and the Burma Railways Company*, defining the manner in which the earnings of the Burma Railways Extensions shall be ascertained and in particular the proper apportionment of receipts and expenditure in connection with through traffic and of expenses of stations common to the Burma Railways and the Burma Railways Extensions.

Contract, dated the 24th March 1914 (supplemental to the contracts of 1897, 1902, 1903, the 22nd and 23rd February 1907 and the 9th June 1909) *between the Secretary of State and the Burma Railways Company*, as to the adoption of the Government financial year for the preparation of accounts.

Letter from the India Office No. P.W. 216, dated the 18th February 1915, to the Burma Railways Company, stating that advances or overdrafts will not be granted after 31st March 1915 at a rate of interest lower than 4¼ per cent.

Main provisions of contracts—

(i) *Land.*—To be provided by Government at the cost of capital, subject, as regards land outside British territory, to the condition that it can be acquired on reasonable terms.

(ii) *Government aid.*—The Government undertake to pay interest—

(*a*) at 2½ per cent per annum on the Company's share capital of £2,000,000 raised under the contract of the 9th March 1897 (with an additional ¼ per cent per annum up to and inclusive of the 1st July 1901);

(*b*) at 3 per cent per annum on £1,250,000 raised by the Company by the issue of debenture stock under the contract of the 6th February 1902; and

(*c*) at 2½ per cent per annum on the Company's additional share capital of £1,000,000 (excluding the premium thereon which realized £20,000) raised under the contract of the 9th June 1909.

(iii) *Distribution of profits.*—The net receipts of each year are applied in payment to Government of—

(*a*) interest at 3 per cent per annum on the Company's debenture stock of £1,250,000;
(*b*) interest at 2½ per cent per annum on the Company's share capital of £3,000,000; } paid half-yearly to the company by Government;

(*c*) interest at 2½ per cent per annum on the Government assumed capital; and

(*d*) interest on capital overdrawn by Company at 3¾ per cent per annum up to the 31st March 1913, at 4 per cent per annum from 1st April 1913 to 31st March 1915, and at 4¼ per cent per annum thereafter.

The surplus profits, after allowing for interest in any year ending on a 31st March, are to be divided in the ratio of the Government and Company's capital, which, for the purpose of this division, has been stated at £5,750,000 and £3,000,000, respectively, and works out to $\frac{23}{35}$ths to the former and $\frac{12}{35}$ths to the latter.

(iv) *Rates and fares.*—Maxima and minima for the different classes and descriptions of services and terminals to be approved by the Government.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—To be conveyed on the same general conditions as on other 3′ 3⅜″ gauge State railways, and at rates to be approved by the Government.

(*b*) Government bullion and coin, and the persons in charge thereof.—To be conveyed at special rates approved by the Government.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 16}}{\text{Sub-heads (a) to (c)}}$. **BURMA RAILWAYS SYSTEM**—*contd.*

16 (*a*) **Burma railways** (3′ 3⅜″ gauge)—*concld.*

Main provisions of contracts—*concld.*

(vi) *Power of the Government to determine contract.*—The Government may, by giving 12 months' previous notice, determine the contract as to the Company's undertaking on the 31st December 1928, or on the 31st December 1935, or on the 31st December 1941, or on the 31st December of any succeeding tenth year. On the determination of the contract from any cause, the Government is to repay to the Company in sterling at par the capital raised by the latter, and also to take over the liability of the Company in respect of the debenture stock.

As to the determination of the contract of the 22nd February 1907, as to the construction and working of new branches, see 16 (*b*), Burma railways extensions (3′ 3⅜″ gauge).

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract* [*if not determined under* (vi) *or* (vii)].—None specified.

Statistics of working (Those for the periods prior to 1897 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each year.*	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1897.	886·50	8,73,31,890	86,76,403	38,82,673	4·45	38,31,674	1,13,696*	—62,697	188	55·25
1898.	936·13	9,24,93,509	89,91,451	37,88,523	4·10	39,49,899	1,94,988	—3,56,364	185	57·87
1899.	993·34	10,11,17,647	88,25,724	35,78,407	3·54	38,35,209	1,67,935	—4,24,737	179	59·45
1900.	1,124·00	11,03,96,635	1,10,29,947	48,94,824	4·43	38,49,026	4,22,384	+6,23,414	196	55·62
1901.	1,177·70	11,99,22,468	1,18,85,329	49,89,656	4·16	40,41,108	4,38,924	+5,09,624	198	58·02
1902.	1,260·50	12,70,23,590	1,25,02,671	52,72,683	4·15	43,94,823	4,49,065	+4,28,795	203	57·83
1903.	1,336·97	13,01,31,876	1,36,14,478	52,19,322	4·01	44,06,500	4,37,976	+3,74,846	198	61·66
1904.	1,340·15	13,34,32,891	1,51,02,418	65,70,760	4·92	44,71,268	6,90,759	+14,08,733	217	56·49
1905.	1,340·15	13,55,91,056	1,57,75,957	61,81,063	4·56	45,35,974	6,02,907	+10,42,182	226	60·82
1906.	1,340·15	13,97,87,368	1,57,32,205	58,61,913	4·19	46,13,499	5,28,858	+7,19,556	226	62·74
1907.	1,340·15	14,50,55,112	1,66,16,416	59,31,463	4·09	48,49,484	5,21,825	+10,60,154	238	64·30
1908.	1,340·15	15,13,95,482	1,79,07,641	71,74,075	4·74	46,94,333	7,61,052	+17,18,690	257	59·94
1909.	1,340·15	15,50,28,745	1,83,49,539	66,59,920	4·30	44,55,997	9,70,207	+12,33,716	263	63·70
1910.	1,340·15	16,04,60,604	1,85,32,674	71,60,233	4·46	49,39,611	11,39,494	+10,81,128	266	61·36
1911.	1,341·85	16,48,65,768	1,92,44,330	66,72,090	4·05	49,91,981	9,71,526	+7,08,583	276	65·33
1912.	1,341·85	17,01,08,309	2,02,44,872	81,76,037	4·81	51,39,866	14,53,557	+15,82,594	290	59·61
1st qr. of 1913	1,341·85	17,10,28,173	68,77,451	39,30,035	2·30	13,07,826	10,02,157	+16,20,052	394	42·86
1913-14.	1,341·85	17,48,43,821	2,24,77,965	1,04,50,766	5·98	54,01,568	21,70,845	+28,78,353	322	53·50
1914-15.	1,341·85	17,72,23,413	2,16,56,550	94,60,286	5·34	55,36,357	17,75,528	+21,48,401	310	56·32
1915-16.	1,341·85	17,80,91,834	1,99,85,692	84,33,260	4·74	56,05,925	†14,11,122	+14,16,213	286	57·80

* From 1st September 1896 to 31st December 1897.

† The surplus profits for 1915-16 were divided between Government and the Company in the proportion of £5,750,000 to 3,000,000 which works out to a ratio of 23 : 12.

16 (*b*) **Burma railways extensions** (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Pegu Moulmein extension—				
Pegu to Nyaungkashe (Sittang River)	15-4-07	121·27		
Nyaungkashe (Sittang River) to Kyaikto	15-8-07	...		
Kyaikto to Kawkadut	14-9-07	...		
Kawkadut to Martaban (opposite Moulmein)	25-9-07	...		
			121·27	
Henzada-Kyangin extension—				
Henzada to Danbi	1-7-07	13·50		
Danbi to Kyangin	14-12-08	52·16		
			65·66	
TOTAL OPEN MILEAGE	...	...	...	186·93
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Daga loop—				
Neikban to Bagayet (sanctioned on 1st June 1906)	...	66·25		
			66·25	66·25
GRAND TOTAL	...	...	...	253·18

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 16}}{\text{Sub-heads (a) to (c)}}$. **BURMA RAILWAYS SYSTEM—*contd.***

16 (*b*) Burma railways extensions (3′ 3⅜″ gauge)—*contd.*

Details of construction—

Permanent-way.—The permanent-way consists of 50-lb. flat-footed steel rails laid principally on pynkado sleepers.

Ballast.—The ballast consists chiefly of broken stone and shingle.

Fencing.—The Pegu-Moulmein extension is fenced but not the Henzada-Kyangin extension. Level crossings are provided with either gates or chains and posts.

Curves.—The radius of the sharpest curve on the Pegu-Moulmein section is 1,058 feet and that on the Henzada-Kyangin section is 1,432 feet.

Gradients.—The ruling gradient is 1 in 300 on the Pegu-Moulmein extension; and 1 in 200 on the Henzada-Kyangin extension, uncompensated.

Contracts—

Contract, dated the 22nd February 1907 (supplemental to the contracts of 1897 and 1903, noted under Burma railways, 3′ 3⅜″ gauge), *between the Secretary of State and the Burma Railways Company*, as to the construction, maintenance, management and working as State railways of the Pegu-Moulmein and Henzada-Kyangin extensions and the Daga loop line.

Contract, dated the 7th April 1913, (read as part of the supplementary contract of 22nd February 1907) *between the Secretary of State and the Burma Railways Company*, defining the manner in which the earnings of the Burma Railways Extensions shall be ascertained and in particular the proper apportionment of receipts and expenditure in connection with through traffic and of expenses of stations common to the Burma Railways and Extensions.

Main provisions of contracts—

(i) *Land.*—As under 16(*a*), Burma railways (3′ 3⅜″ gauge).

(ii) *Government aid.*—All moneys required for the purposes of the extensions shall be supplied by the Secretary of State according to such arrangements as shall, from time to time, be made between the Secretary of State and the Company.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } Separate half-yearly accounts are kept for (*a*) the whole of the Company's system and (*b*) for each of the extensions, except in regard to the Revenue Abstracts B. to G., inclusive, and sub-head I of Abstract A. which are for the system as a whole. The total working expenses of the whole system, including the first bonus of 50 per cent payable on deposits in the Railway Provident Fund, are divided between each of the extensions and the rest of the Company's system in the ratio of their respective gross earnings, and the share of expenses so attributed, together with the maintenance expenditure relating exclusively thereto under sub-heads II to VII of Abstract A, are deemed to be the actual working expenses of each. The extensions have also to bear proportionate charges in respect of interest on capital cost of workshop buildings and plant and joint station expenses. After deducting from the gross earnings the working expenses so arrived at, the balance forms the net earnings. From the net earnings are deducted such sums as may under the rules be payable to the Company's Provident Institution as a second bonus, and the remainder constitutes the "net revenue receipts."

The net revenue receipts for each complete financial year are applied in payment of interest at 3½ per cent per annum on the total capital outlay on each extension (including the value of land), and the mileage share of interest on the main line stores and stores suspense balances; and the residue, if any, is divided between the Government and the Company in the proportion of ¾ths to the former and ¼th to the latter.

(v) *Rates and fares.*—As under Burma railways (3′ 3⅜″ gauge).

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } As under Burma railways (3′ 3⅜″ gauge).

(vii) *Power of the Government to determine contract.*—
(viii) *Power of the Company to surrender contract.*— } The contract may be determined on twelve months' notice given by either party to the other on the 30th June 1919, or on the 30th June of any subsequent fifth year. If the principal contract [noted under Burma railways (3′ 3⅜″ gauge)] shall at any time be determined by virtue of its provisions, then this contract shall also thereupon cease and determine. On the failure by the Company effectually to remedy any breach of this contract or of its stipulations or provisions within six months after due notice shall have been given by the Secretary of State in England, he may, on the expiration of six months or later, determine the contract by giving to the Company in England notice in writing of such determination.

Upon the determination of the contract the Company shall give possession to the Government of the new lines, all property belonging thereto and all moneys then payable, after which the Government shall indemnify the Company against all debts and liabilities as may have been incurred with the sanction of Government and be then subsisting on account of the new lines.

(ix) *Term of contract* [*if not determined under* (vii) *and* (viii)].—Not specified.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 16}}{\text{Sub-heads (a) to (c)}}$ **BURMA RAILWAYS SYSTEM**—*concld.*

16 (*b*) Burma railways extensions (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each year.*	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1907 .	134·77	1,64,71,233	1,68,518	70,441	0·43	2,10,263	...	—1,39,822	82	58·20
1908 .	186·93	1,99,85,700	9,01,008	4,55,558	2·28	6,96,054	...	—2,40,496	93	49·44
1909 .	186·93	2,11,46,631	11,19,902	4,27,510	2·02	6,97,884	...	—2,70,374	115	61·83
1910 .	186·93	2,13,87,484	12,92,969	4,75,061	2·22	7,10,276	...	—2,35,215	133	63·26
1911 .	186·93	2,15,43.179	14,26,979	5,23,234	2·43	7,28,480	...	—2,05,246	147	63·33
1912 .	186·93	2,19,58,911	16,49,154	6,95,299	3·17	7,42,258	9,835	—56,794	170	57·84
1st qr. of 1913.	186·93	2,19,56,599	5,53,883	2,81,408	1·28	1,86,586	23,163	+71,659	228	49·19
1913-14.	186·93	2,20,24,165	21,84,418	10,16,827	4·62	7,65,057	78,717	+1,73,053	225	53·45
1914-15.	186·93	2,21,11,074	16,42,874	5,11,249	2·31	7,71,293	...	—2,60,044	169	68·88
1915-16.	186·93	2,20.45.399	17,57,133	6,61,927	3·00	7,66,222	2,135	—1,06,430	181	62·33

16 (*c*) Southern Shan States railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Thazi to Kywedatson	15-6-12	16·05		
Kywedatson to Yinmabin	20-8-14	6·95		
Yinmabin to Kalaw	15-12-14	39·49		
Kalaw to Aungban	15 2-15	7·19		
TOTAL OPEN MILEAGE	...	...	69·68	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Aungban to Yawnghwe (sanctioned on 23rd July 1909)	...	34·25	34·25	
GRAND TOTAL	...	...	...	103·93

Details of construction—

Permanent-way.—The permanent-way consists of 60-lb. and 50-lb. flat-footed steel rails laid on pynkado, Thitya, Engzin and steel transverse peapod sleepers.

Ballast.—The ballast consists of stone and shingle.

Fencing.—Except at stations, the line is unfenced.

Curves.—The radius of the sharpest curve on the open section is 338·69 feet.

Gradients.—The ruling gradient on the open portion is 1 in 25.

Contracts—

The construction of the line up to Aungban was carried out for the State by the Burma Railways Company which is also working the open section pending the execution of an agreement which is under consideration.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Companys' share of surplus profits (based on terms of contract) *attributable to each year.*	Gain or loss to the State *pertaining to each year*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles	Rs.	Rs	Rs.		Rs.	Rs.	Rs.	Rs.	
1912 .	16·05	83,94,878	11,090	7,927	0·09	...	...	...	25	28·52
1st qr. of 1913.	16·05	97,96,426	5,797	3,635	0·04	77,336	...	—73,701	28	37·28
1913-14 .	23·00	1,32,95,785	38,020	—6,046	...	4,06,028	...	—4,12,074	28	118·31
1914-15 .	70 25	1,52,66,096	87,016	5,999	0·04	4,99,719	...	—4,93,720	24	93·10
1915-16 .	69 68	1,55,87,886	3,39,165	21,414	0·14	5,35,702	...	—5,14,288	94	93·68

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 17}{\text{Sub-head } (a)}$. **CHICKJAJUR-CHITALDRUG RAILWAY** (3′ $3\frac{3}{8}$″ gauge)—

This line was sanctioned for construction by the Mysore Durbar in Foreign and Political Department letter No. $\frac{128}{1}$-I.B., dated the 28th January 1914. Work has not been started.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Chickjajur to Chitaldrug (sanctioned on 28th January 1914)	...	21·07	21·07

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 18}}{\text{Sub-heads (a) and (b)}}$ **DIBRU-SADIYA RAILWAY SYSTEM.**

Chairman.—The Lord Ribblesdale.
Secretary.—S. Maclean Jack, Esq.
Offices.—Blomfield House, 85, London Wall, London, E.C.
Date of registration of the Company.—30th July 1881.

Lines comprised in the system.—The Dibru-Sadiya railway system is made up of—

	Miles.
(*a*) Dibru-Sadiya railway (3′ 3⅜″ gauge)	86·02
(*b*) Ledo and Tikak-Margherita Colliery railway (3′ 3⅜″ gauge)	5·50
Total	91·52

18 (*a*) Dibru-Sadiya railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Lower steamer ghat on the left bank of the Brahmaputra river, near Dibrugarh Bazar, eastward as far as the Dinjan stream	15-8-82	15·00		
Dinjan stream to Makum Junction	16-7-83	23·50		
Makum Junction to Dihing bridge	2-5-84	23·00		
			61·50	
Saikhoa Ghat branch—				
Makum Junction to Dum-Duma	2-5-84	10·00		
Dum-Duma to Talap	5-2-85	6·00		
Talap to Saikhoa Ghat	1-5-10	8·52		
			24·52	
TOTAL	...	...	...	86·02

Details of construction—

Permanent-way.—The main line is laid for 23 miles with 60-lb. rails and for the remainder of its length with 50-lb. flat-footed steel rails on sâl, nahor and uriam sleepers and on cast iron plates of the Denham-Olpherts' type. The Mukum-Talap section of the Saikhoa Ghat branch is laid for 16 miles with 50-lb. section rails and for the remainder with 41¼-lb. flat-footed steel rails on uriam sleepers. The Talap-Saikhoa Ghat section is laid for 3½ miles with 50-lb. rails and for the remainder with 41¼-lb. rails on uriam sleepers.

Ballast.—The line is partially ballasted with broken stone.

Fencing.—The line is unfenced, with the exception of a short length at Dibrugarh.

Curves.—The sharpest curve is of 700 feet radius.

Gradients.—The ruling gradient is 1 in 150 on the main line and 1 in 100 on the Saikhoa Ghat branch.

Contracts—

Dated the 26th May 1880 (called the principal contract) *between the Secretary of State and the Assam Railway Company*, subsequently called the Assam Railways and Trading Company, as to the construction, maintenance, management and working of the Dibru-Sadiya railway with branches.

Dated the 25th July 1881 (supplemental to that of 1880) *between the Secretary of State and the Assam Railways and Trading Company*, modifying the contract of 1880 and providing that the Company shall have the preferential option for the construction and working of any other line(s), in the Luckimpore District—an option which has since been surrendered in consideration of an undertaking by the Secretary of State that the Government right of purchase shall not be exercised until after 1910, *vide* letter from the India Office to the Company's London Board, No. 2193, dated the 13th December 1898.

Letter No. $\frac{223}{1758}$ P.W., dated the 31st March 1905, *from the Honourable the Chief Commissioner of Assam to the Government of India in the Department of Commerce and Industry*;
Telegram No. R. P. 5, dated the 11th May 1905, *from the Railway Board to the Honourable the Chief Commissioner of Assam*;
} as to the construction of the extension from Talap to Saikhoa Ghat.

Dated the 28th October 1914 (supplemental to those of 1880 and 1881) *between the Secretary of State and the Assam Railways and Trading Company*, as to the maintenance and working of the Saikhoa Ghat extension, the alteration in the dates for the exercise of the option of purchase of the Company's railway and the adoption of the Government Financial year for the preparation of accounts.

Main provisions of contracts—

(i) *Land.*—Provided by the Government free of cost to the Company.

(ii) *Government aid.*—Annual subsidy for 20 years from date of opening, not exceeding Rs. 80,000 in any one year, or such smaller sum as, added to net earnings, will make up 5 per cent on the paid-up capital (exclusive of cost of Makum Branch).

Annual subsidy on the Makum Branch for 20 years from date of opening, not exceeding Rs. 20,000 in any one year, or such smaller sum as, added to the net earnings of the branch, will make up 5 per cent on the capital cost.

Annual subsidy on the Talap-Saikhoa Ghat extension for 10 years from date of opening at the rate of Rs. 600 per mile.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 18}}{\text{Sub-heads (a) and (b)}}$. **DIBRU-SADIYA RAILWAY SYSTEM—*contd.***

18 (*a*) Dibru-Sadiya railway (3′ 3⅜″ gauge)—*concld.*

Main provisions of contracts—*concld.*

The subsidies are subject to deduction if the Company fail to keep the line in good order and properly equipped, and to work it.

(*Note*—The period of subsidy, for the whole line, terminated as from the 30th June 1903, *vide* letter from the Honourable the Chief Commissioner of Assam in the Public Works Department, to the Examiner of Public Works Accounts, Assam, No. 1739-P. W./2898, dated the 11th June 1894.)

(iii) *Distribution of profits.*—All the profits go to the Company.

(iv) *Rates and fares.*—To be approved by the Government. If, after five years from the date of opening of the main line, the net profits of the Company exceed 12 per cent of their paid-up capital, the Government may require the Company to make such reduction in their rates and fares as shall not lead to a diminution of the net profits below 12 per cent.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, high Government officials and Government stores.—To be conveyed at rates to be agreed upon from time to time, not exceeding those now paid in the district concerned.

(*b*) Government bullion and coin, and the persons in charge thereof.—Not specified.

(vi) *Power of the Government to determine contract.*—If the Company fail, for a period extending over six months, to observe its obligations, the Government may determine the contract and call upon the Company to restore the land, &c., made over to it. The Government has the option of purchasing the railway, and its rolling-stock and other equipments and property of the Company, on the 5th February 1921, or at intervals of ten years thereafter, on giving one year's notice and paying 20 per cent in excess of the value of the property as a dividend-paying investment.

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract* [*if not determined under* (vi) *or* (vii)].—None specified.

Statistics of working (Those for the periods prior to 1905 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from local Government.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1905 .	77·50	87,31,147	9,54,293	4,32,053	4·95	...	4,32,053	4·95	237	54·73
1906 .	77·50	88,18,873	10,06,281	4,03,634	4·63	...	4,08,634	4·63	250	59·47
1907 .	77·50	89,99,076	10,39,442	3,90,987	4·34	...	3,90,987	4·34	258	62·39
1908 .	77·50	93,24,383	10,24,770	4,47,121	4·80	...	4,47,121	4·80	254	56·37
1909 .	77·50	95,64,604	11,09,679	4,84,171	5·06	...	4,84,171	5·06	275	56·37
1910 .	86·02	97,16,646	11,20,604	4,46,417	4·59	...	4,46,417	4·59	278	60·16
1911 .	86·02	1,03,06,044	11,88,873	4,30,708	4·18	5,112	4,35,820	4·23	266	63·77
1912 .	86 02	1,06,29,497	13,08,470	5,61,887	5·29	5,112	5,66,999	5·33	293	57·06
1st qr. of 1913.	86·02	1,06,58,110	3,57,078	1,58,859	1·49	...	1,58,859	1·49	319	55·51
1913-14 .	86·02	1,09,70,066	13,54,970	6,03,160	5·50	5,112	6,08,272	5·54	303	55·49
1914-15 .	86·02	1,11,66,228	12,92,241	4,88,264	4·37	5,112	4,93,376	4·42	289	62·21
1915-16 .	86 02	1,14 19,380	14,18,809	5,51,050	4·83	5,112	5,56,162	4·87	317	61·16

18 (*b*) Ledo and Tikak-Margherita Colliery railway (3′ 3⅜″ gauge)—

This line was constructed by the Assam Railways and Trading Company in 1883, under the sanction of a concession granted in an Indenture made with the Secretary of State on the 30th July 1881, and was used originally only for the purpose of bringing coal from the mines on the south bank of the Dihing river to connect with the Dibru-Sadiya railway. It was constituted a railway and its working was taken over by the Dibru-Sadiya railway from the 1st January 1897.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Dihing bridge to Ledo	17-2-84	5·50	5·50

Details of construction—

Permanent-way.—The line is laid with 50-lb. flat-footed steel rails on uriam sleepers.

Ballast.—The line is ballasted with broken stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 800 feet radius

Gradients.—The ruling gradient is 1 in 100.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 18}}{\text{Sub-heads } (a) \text{ and } (b)}$. **DIBRU-SADIYA RAILWAY SYSTEM—*concld.***

18 (*b*) Ledo and Tikak-Margherita Colliery railway (3′ 3⅜″ gauge)—***concld.***

Contract—

Letter, *from the Government of India* in the Public Works Department, No. 623 R.T., dated the 6th August 1896, as to the carriage of goods over the Company's Colliery line and for the through booking of the same with stations on the Dibru-Sadiya railway.

Resolution by the *Government of India* in the Public Works Department, No. 234 R.T., dated the 11th March 1897, as to the application of the general rules for working open lines of railway to the Company's Colliery line.

Contract, dated the 26th February 1903, *between the Secretary of State and the Assam Railways and Trading Company*, as to the grant of a new lease to the Company for working the coal mines in the Makum coal-fields for a period of 30 years from the 30th July 1901 and for the exercise of the privileges granted in connection therewith.

Main provisions of contract—

(i) *Land.*—Mines and premises leased to the Company at a fixed half-yearly rental, or in lieu of such rent a certain royalty on the out-put of coal.

(ii) *Government aid.*—Nil.

(iii) *Terms of working.*—All charges for working the open line system are divided between the Dibru-Sadiya railway and the Colliery branch in proportion to their respective gross earnings. For hire of rolling-stock provided by the Dibru-Sadiya railway, 5 per cent of gross earnings are charged to the Colliery.

(iv) *Rates and fares.*—Certain station to station goods rates have been approved in the Government of India letter noted above.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } Not specified.

(vi) *Power of the Government to determine contract.*—The Government may determine the contract and take possession of the mines if the Company fails to fulfil its obligations. On the termination of the contract the Government may purchase buildings and works at a fair valuation.

(vii) *Power of the Company to determine contract.*—The Company may determine the contract if the mines become destroyed or are rendered unfit through any extraordinary casualty. On the termination of the contract the Company is to take away all machinery, etc., belonging to the mines and the railways or tramways constructed for the purpose of working the mines, unless the Government shall be willing to purchase the same.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract.*—30 years from 30th July 1901.

Statistics of working (Those for the periods prior to 1905 will be found in **Appendix 38 to the Report for 1907**).—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1905	8·50	16,78,156	59,439	27,210	1·62	134	54·22
1906	8·50	16,83,031	65,115	25,052	1·49	147	61·53
1907	8·50	16,94,069	60,036	22,762	1·34	136	62·09
1908	8·50	16,94,069	69,175	30,486	1·80	156	55·93
1909	5·50	16,94,069	79,905	34,891	2·06	219	56·33
1910	5·50	16,94,069	80,288	32,441	1·91	281	59·61
1911	5·50	16,94,069	83,118	30,429	1·80	291	63·39
1912	5·50	16,94,069	96,954	41,957	2·48	339	56·72
1st qr. of 1913	5·50	16,94,069	22,965	10,138	0·60	321	55·86
1913-14	5·50	16,94,069	92,068	40,821	2·41	322	55·66
1914-15	5·50	16,94,069	99,609	38,190	2·25	348	61·56
1915-16	5·50	16,94,069	96,680	37,755	2·23	338	60·95

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 19}}{\text{Sub-heads (a) to (c)}}$. GONDAL-PORBANDAR STATE RAILWAY SYSTEM.

Lines comprised in the system.—The Gondal-Porbandar State railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Gondal-Porbandar State railway (3′ 3⅜″ gauge)	148·01	...	148·01
(*b*) Jetalsar-Rajkot railway (3′ 3⅜″ gauge)	46·21	...	46·21
(*c*) Khijadiya-Dhari railway (3′ 3⅜″ gauge)	25·53	11·69	37·22
Total	219·75	11·69	231·44

19 (*a*) Gondal-Porbandar State railway (3′ 3⅜″ gauge)—

This line was constructed by Government agency for the Native States of Gondal and Porbandar (after which it is named). It was worked up to the 31st March 1911 by an Administrative Coalition of the States of Bhavnagar, Gondal, Junagad and Porbandar, which was formed for the purpose of working as one undertaking the railways which, prior to that date, were comprised in the Bhavnagar-Gondal-Junagad-Porbandar railway system. The Coalition ceased to exist on the 1st April 1911, on and from which date the line is being worked independently as a separate railway by the Coalition of the Gondal and Porbandar States.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.	Remarks.
1	2	3	4	5	6
Main line—					
Dhasa to Dhoraji	19-1-81	73·69			
Dhoraji to Porbandar	1-10-89	69·07			
Porbandar to Porbandar Bandar	15-3-90	*1·55	144·31		*Is worked for goods traffic only.
Quarry branch—					
Ranawao to Quarry	17-12-89	*3·70	3·70		
TOTAL	...	...	...	148·01	

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on creosoted pine, deodar, jodka, teak and steel peapod sleepers.

Ballast.—The line is ballasted with broken stone.

Fencing.—The line is practically unfenced.

Curves.—The sharpest curve is of 716 feet radius.

Gradients.—The ruling gradient is 1 in 200, except on Ranawao quarry line where it is 1 in 67.

Agreement—

Nil.—The line is owned and worked by the Gondal and Porbandar States.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction *	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1911	148·01	66,86,312	9,14,280	4,54,616	6·92	119	46·99
1912	148·01	68,02,518	8,94,139	4,46,293	6·22	116	50·09
1st qr. of 1913	148·01	68,91,364	3,01,847	1,83,937	10·08	157	39·06
1913-14	148·01	71,22,318	9,85,264	5,15,819	6·86	128	47·65
1914-15	148 01	72,52,416	9,65,145	4,40,435	5·73	125	54·37
1915-16	148·01	73,77,801	10,18,761	5,32,081	7·21	132	47·77

* Excluding outlay on the lines, Porbandar to Porbandar Bandar and Ranawao to quarry.

19 (*b*) Jetalsar-Rajkot railway (3′ 3⅜″ gauge)—

This line was constructed and was, up to the 31st March 1911, worked by an Administrative Coalition of the States of Bhavnagar, Gondal, Junagad and Porbandar, which was formed for the purpose of working as one undertaking the railways which, prior to that date, were comprised in the Bhavnagar-Gondal-Junagad-Porbandar railway system. The Coalition ceased to exist on the 1st April 1911, on and from which date the line is being worked by the Administration of the Gondal-Porbandar State railway.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total
1	2	3	4
Jetalsar to Rajkot Junction	12-4-93	46·21	46·21

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 19}}{\text{Sub-heads (a) to (c)}}$. **GONDAL-PORBANDAR STATE RAILWAY SYSTEM—*contd.***

19 (*b*) Jetalsar-Rajkot railway (3′ 3⅜″ gauge)—*concld.*

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on creosoted pine, deodar and jodka teak sleepers, except for five miles where the rails are laid on steel trough sleepers.

Ballast.—The ballast used is of broken stone.

Fencing.—The line is unfenced except between Rajkot Para and Rajkot Junction.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 175.

Agreement—

Memorandum of conditions for separate working, from 1st April 1911, of the Kathiawar railways sanctioned in the Government of India, Foreign Department, letter No. 431-I.B., dated the 23rd February 1911, to the address of the Secretary to the Government of Bombay, Political Department.

Terms and conditions, dated the 14th December 1913, prescribed by the Railway Board, as to the maintenance, management and working of the Jetalsar-Rajkot railway.

Main provisions of agreement.—

(i) *Land.*—Provided, at the cost of capital, by the Native States through whose territories the line passes.

(ii) *Government aid.*—Nil. The line is the property of the States of Junagad, Gondal and Rajkot and the Talukdar of Jetpur, who supply funds for any necessary additions thereto chargeable to the capital account. It is maintained and worked by the agency of the Gondal-Porbandar State railway, which provides the rolling-stock and other appliances, etc., necessary thereunto.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } 40* per cent of gross earnings (subject to a biennial revision) are retained by the working agency, *plus* actual expenditure on maintenance of way works and stations, police charges, and 5 per cent of gross earnings for hire of rolling-stock supplied by the working agency.

* 35 per cent in those half-years in which the gross earnings per mile per week exceed Rs. 50.

(v) *Rates and fares.*—

(vi) *Special obligations as to the conveyance of.*— } The same as those in force on the Gondal-Porbandar State railway.
(*a*) Troops, police, high Government officials and stores.—
(*b*) Bullion and coin.—

(vii) *Power of the Government to determine agreement.*—The Railway Board shall exercise the powers of an arbitrator.

(viii) *Power of the Proprietors to determine agreement.*—Nil.

(ix) *Term of agreement.*—Not specified.

Statistics of working (Those for the periods prior to 1906 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1906 . . .	46·21	15,82,472	1,83,261	65,653	4·15	76	64·18
1907 . . .	46·21	15,99,904	2,38,623	1,07,094	6·69	99	55·15
1908 . . .	46·21	16,00,937	2,49,957	1,11,178	6·94	104	55·52
1909 . . .	46·21	16,03,140	2,44,104	1,01,808	6·35	102	58·29
1910 . . .	46·21	16,13,883	2,74,868	1,24,701	7·72	114	54·63
1911 . . .	46·21	16,13,638	2,92,000	1,29,689	8·04	122	55·59
1912 . . .	46·21	16,14,853	3,51,069	1,82,072	11·28	146	48·14
1st qr. of 1913 .	46·21	16,18,950	1,11,588	62,961	15·56	186	43·58
1913-14 . . .	46·21	16,26,100	4,07,551	2,16,947	13·51	170	46·30
1914-15 . . .	46·21	16,26,937	4,09,160	2,11,178	12·98	170	48·39
1915-16 . . .	46·21	16,33,978	4,40,225	2,31,636	14·18	183	47·38

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 19}}{\text{Sub-heads (a) to (c)}}$. **GONDAL-PORBANDAR STATE RAILWAY SYSTEM**—*concld.*

19 (*c*) Khijadia-Dhari railway (3′ 3⅜″ gauge)—

The construction of this line by the Baroda Durbar was sanctioned by the Secretary of State for India in his despatch No. 16 Railway, dated the 7th February 1913.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Khijadia to Gavadka	1-3-13	16·39		
Gavadka to Chhalala	10-3-14	9·14		
TOTAL OPEN MILEAGE	...	...	25·53	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Chhalala to Dhari (sanctioned on 7th February 1913)	...	11·69		
			11·69	
GRAND TOTAL	...	...	...	37·22

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb flat-footed steel rails laid on jarrah sleepers.
Ballast.—The line is ballasted with moorum.
Fencing.—The station platforms only are fenced.
Curves.—The sharpest curve has a radius of 2,865 feet.
Gradients.—The ruling gradient is 1 in 200.

Agreement—

The line was constructed by the Baroda Durbar at its own cost and made over to the Gondal-Porbandar State railway for working from 1st March 1913 under the following terms:—

Main provisions of agreement—

(i) *Land.*—Provided at the cost of capital.

(ii) *Government aid.*—Nil. The line is the property of the Baroda Durbar and is worked by the Gondal-Porbandar State railway.

(iii) *Terms of working.*—40* per cent of gross earnings (subject to a biennial revision) are retained by the working agency, *plus* actual expenditure on maintenance of way, works and stations, police charges, interest and maintenance charges of the joint works and joint station expenses at Khijadia Junction and 5 per cent of gross earnings for hire of rolling-stock supplied by the working agency.

* Reduced to 35 per cent in those half-years in which the gross earnings per mile per week exceed Rs. 50.

(iv) *Distribution of profits.*—The whole of the net earnings are paid over to the Baroda Durbar.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
} The same as those in force on the Gondal-Porbandar State railway.

(vii) *Power of the Government to determine agreement.*—
(viii) *Power of the Proprietors to determine agreement.*—
} Nil.

(ix) *Term of agreement.*—5 years from 22nd May 1913.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1st qr. of 1913	16·39	9,25,655	1,000	650†	0·84	15	35·00
1913-14	25·53	13,65,967	28,940	14,940†	1·09	33	48·38
1914-15	25·53	16,64,256	49,441	23,556	1·42	37	52·34
1915-16	25·53	19,12,637	47,522	2,709	0·14	36	94·30

†Excluding expenses on maintenance of way, works and stations at present borne directly by the Baroda Durbar in its capital account.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 20}}{\text{Sub-head (a)}}$. JAMNAGAR RAILWAY (3′ 3⅜″ gauge)—

This line was constructed for the Navanagar State and was, up to the 31st March 1911, worked by an Administrative Coalition of the States of Bhavnagar, Gondal, Junagad and Porbandar, which was formed for the purpose of working as one undertaking the railways which, prior to that date, were comprised in the Bhavnagar-Gondal-Junagad-Porbandar railway. The Coalition ceased to exist on the 1st April 1911, on and from which date the line is being worked independently as a separate railway.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Remarks.
1	2	3	4	5
Rajkot Junction to Jamnagar	8-4-97	50·29		
Jamnagar to Bedi Bandar	8-4-97	*3·93		*Worked for goods traffic only.
TOTAL	...	...	54·22	

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on creosoted pine, deodar and jodka teak sleepers.

Ballast.—The ballast used is of broken stone.

Fencing.—The line is unfenced, except at the approaches to the Victoria bridge near Jamnagar and to the south of the Jamnagar station yard.

Curves.—The sharpest curve is of 1,000 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Agreement—

Nil.—The line is owned and worked by the Navanagar State.

Statistics of working (Those for the periods prior to 1905 will be found in Appendix 38 to the Report for 1907).—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3)	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1905	54·22	23,27,105	1,48,341	62,008	2·66	53	58·20
1906	54·22	23,26,826	1,51,335	60,076	2·58	54	60·30
1907	54·22	23,26,953	2,14,652	1,02,785	4·42	76	52·12
1908	54·22	23,26,945	2,36,715	1,24,911	5·37	84	47·23
1909	54·22	23,24,854	2,37,240	1,15,995	4·99	84	51·11
1910	54·22	23,32,069	2,44,143	1,20,318	5·16	87	50·72
1911	54·22	23,27,124	2,45,850	1,17,260	5·04	87	52·30
1912	54·22	23,35,655	2,38,486	98,643	4·22	85	58·64
1st qr. of 1913	54·22	23,53,625	78,911	41,274	1·75	112	47·70
1913-14	54·22	23,53,951	2,91,782	1,55,756	6·62	103	46·62
1914-15	54·22	23,70,800	3,01,245	1,09,605	4·62	107	63·62
1915-16	54·22	23,96,173	3,23,354	1,45,755	6·08	115	54·92

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 21}}{\text{Sub-heads (a) to (f)}}$. JODHPUR-BIKANER RAILWAY SYSTEM.

Lines comprised in the system.—The Jodhpur-Bikaner railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Jodhpur-Bikaner railway (Jodhpur section) (3′ 3⅜″ gauge)	608·75	77·83	686·58
(*b*) Jodhpur-Bikaner railway (Bikaner section) (3′ 3⅜″ gauge)	497·66	132·03	629·69
(*c*) Jodhpur-Hyderabad railway (British section) (3′ 3⅜″ gauge)	123·98	...	123·98
(*d*) Mirpur Khas-Jhudo railway (3′ 3⅜″ gauge)′	50·43	...	50·43
(*e*) Mirpur Khas-Khadro railway (3′ 3⅜″ gauge)	49·50	...	49·50
(*f*) Pipar-Bilara Light railway (2′ 0″ gauge)	25·25	...	25·25
Total	1,355·57	209·86	1,565·43

21 (*a*) Jodhpur-Bikaner railway (Jodhpur section) (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Kuchaman Road to Merta Road	13-3-93	73·00		
Merta Road to Jodhpur	8-4-91	64·00		
Jodhpur to Luni Junction	9-3-85	20·00		
Luni Junction to Balotra	22-3-87	50·00		
Balotra to Barmer	15-5-99	60·00		
Barmer to the Jodhpur Frontier	22-12-00	74·44		
			341·44	
Branches and extensions—				
Pachpadra branch—				
Balotra to Pachpadra	22-3-87	10·00		
			10·00	
Marwar Railway Junction extension—				
Luni Junction to Marwar Pali	17-6-84	25·00		
Marwar Pali to Marwar Railway Junction	24-6-82	19·00		
			44·00	
Phalodi branch—				
Jodhpur to Osian	21-9-13	34·28		
Osian to Marwar Lohawat	17-3-14	27·22		
Marwar Lohawat to Phalodi	12-5-14	17·69		
			79·19	
Merta City branch—				
Merta Road to Merta City	18-1-05	8·95		
			8·95	
Bhagu extension—				
Merta Road to Nagaur	16-10-91	35·00		
Nagaur to Bhagu	9-12-91	24·50		
			59·50	
Marwar Frontier extension—				
Degana to Marwar Frontier	16-9-09	61·11		
			61·11	
Ladnu Extension—				
Jaswantgarh to Ladnu	20-12-15	4·56	4·56	
TOTAL OPEN MILEAGE	...	...	...	608·75
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Marwar junction to Sanderao (sanctioned on 10th July 1914).	...	77·83	77·83	77·83
GRAND TOTAL	...	...	...	686·58

Details of construction—

Permanent-way.—About 11 miles of the line are laid with 36-lb. flat-footed iron rails, 189 miles with 36-lb., 46 miles with 41¼-lb. and 363 miles with 50-lb. flat-footed steel rails. The sleepers are steel trough, deodar, sâl, maiyang and creosoted pine.

Ballast.—On the greater portion of the line the ballast consists of coarse sand, kunkur and broken stone.

Fencing.—With the exception of a few stations, the line is unfenced.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 150, except at mile 0-1 on the Phalodi branch where the steepest gradient is 1 in 130.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 21}}{\text{Sub-heads (a) to (f)}}$. **JODHPUR-BIKANER RAILWAY SYSTEM—*contd.***

21 (*a*) Jodhpur-Bikaner railway (Jodhpur section) (3′ 3⅜″ gauge)—*concld.*

Agreements—

Dated the 13th July 1889 } , *between the Government of India and the Bikaner and Jodhpur Durbars,*
Dated the 30th July 1889 } *respectively,* as to the construction (at the cost of the two Durbars for the portions in their respective territories), management, maintenance and working of the Jodhpur-Bikaner railway;

Dated the 22nd December 1900, *between the Government of India and His Highness the Maharaja of Jodhpur and the Council of Regency, Bikaner,* as to the construction (at the cost of the Jodhpur Durbar and of the Government of India for the portions in their respective territories) of a railway from Balotra to Hyderabad, and for the management, maintenance and working thereof by the Jodhpur-Bikaner railway, as modified by—

Letter *from the Government of India in the Public Works Department, to the Agent to the Governor General for Rajputana,* No. 255 R.T., dated the 6th March 1900, and the reply thereto;

Letter *from the Railway Board to the Agent to the Governor General for Rajputana,* No. 1537 R.T., dated the 20th August 1908; and

Letter *from the Railway Board to the Agent to the Governor General for Rajputana,* No. 2197 R.S., dated the 26th October 1908, and the reply thereto.

Main provisions of agreements—

(i) *Land.*—Provided free of cost—that in Jodhpur territory by the Jodhpur Durbar and that in Bikaner territory by the Bikaner Durbar.

(ii) *Government aid.*—Nil. The Jodhpur-Bikaner railway is the exclusive property of the two Native States—the portion in Jodhpur territory belonging to the Jodhpur Durbar, that in Bikaner territory to the Bikaner Durbar—each of which provides the funds requisite for its own line.

(iii) *Distribution of profits.*—Each of the two Durbars receives all the profits derived from the working of the portion of the line situated in its territory.

(iv) *Rates and fares.*—Certain maxima and minima have been fixed, between the limits of which the Railway Administration can vary the rates and fares quoted for goods and coaching traffic.

(v) *Special obligations as to the conveyance of—*
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
} Not specified; but certain rates and fares were approved by executive orders of the Durbars.

(vi) *Power of the Government to determine agreements.*—
(vii) *Power of the Durbars to determine agreements.*—
(viii) *Term of agreements.*—
} Not specified.

Statistics of working (Those for the periods prior to 1905 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1905 . . .	463·89	1,22,63,774	19,16,254	11,01,294	8·98	79	42·53
1906 . . .	463·89	1,22,77,015	20,91,368	12,23,531	9·97	87	41·50
1907 . . .	463·89	1,27,43,482	21,40,652	11,64,748	9·14	89	45·59
1908 . . .	463·89	1,42,85,467	19,28,235	8,65,023	6·06	80	55·14
1909 . . .	525·00	1,43,06,908	21,10,217	10,19,529	7·13	77	51·69
1910 . . .	525·00	1,44,92,736	26,90,468	15,49,703	10·69	99	42·40
1911 . . .	525·00	1,47,54,392	35,12,004	20,39,445	13·82	129	41·93
1912 . . .	525·00	1,62,57,742	38,58,597	21,32,276	13·12	141	44·74
1st qr. of 1913 .	525·00	1,69,58,945	8,56,544	5,09,800	3·01	126	40·48
1913-14 . . .	586·50	1,84,49,723	35,84,107	17,48,754	9·48	118	51·21
1914-15 . . .	604·19	1,95,50,053	30,69,518	14,66,772	7·50	98	52·21
1915-16 . . .	608·75	1,99,91,257	44,82,377	26,14,214	13·07	142	41·68

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 21}}{\text{Sub-heads (a) to (f)}}$. **JODHPUR-BIKANER RAILWAY SYSTEM—*contd.***

21 (*b*) Jodhpur-Bikaner railway (Bikaner section) (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Bhagu to Bikaner	9-12-91	47·60		
Bikaner to Dulmera	2-6-98	42·00		
Dulmera to Lunkransar	1-1-01	8 32		
Lunkransar to Suratgarh		63·53		
Suratgarh to Bhatinda	9-9-02	88·00		
			249·45	
Hissar Extension—				
Marwar Frontier to Sujangarh	16-9-09	1·42		
Sujangarh to Ratangarh	2-2-10	28·56		
Ratangarh to Churu	22-5-10	26·61		
Churu to Hissar	8-7-11	79·36		
			135·95	
Bikaner-Ratangarh Chord—				
Bikaner to Ratangarh	24-11-12	84·97		
			84·97	
Sardarshahr extension—				
Hudera 2 miles from Ratangarh to Sardarshahr	1-3-16	27·29	27·29	
TOTAL OPEN MILEAGE	...	...	...	497·66
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Hanumangarh to Sadulpur } Sanctioned on 22nd	...	105·00		
Bikaner to Kolayat } October 1915.	...	27·03		
			132·03	
				132·03
GRAND TOTAL	...	...	...	629·69

Details of construction—

Permanent-way.—The permanent-way consists of flat-footed steel rails of 50 lbs. per yard for about 262 miles, 41¼ lbs. per yard for about 5 miles, and 36 lbs. per yard for 229 miles laid on steel trough, deodar and sâl sleepers.

Ballast.—The ballast consists of coarse sand and small kunkur, except on the Suratgarh-Bhatinda section where it is broken brick and kunkur.

Fencing.—The line is unfenced, except at a few stations.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Agreements—

Main provisions of agreements— } As noted under Jodhpur-Bikaner railway (Jodhpur section), 21 (*a*) (3′ 3⅜″ gauge).

Statistics of working (Those for the periods prior to 1905 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1905	245·35	51,72,406	8,83,432	5,62,383	10·87	69	36·34
1906	245·35	52,70,205	10,92,839	4,74,514	9·00	86	56·58
1907	245·35	55,15,481	8,82,608	3,38,372	6·13	69	61·66
1908	245·35	75,07,922	7,74,735	3,49,859	4·66	61	54·84
1909	251·35	75,36,367	7,82,156	3,16,844	4·20	60	59·49
1910	306·04	82,04,896	10,61,570	6,07,372	7·40	67	42·79
1911	385·40	97,82,232	14,03,926	8,18,468	8·37	70	41·70
1912	470·37	1,06,06,934	16,53,041	8,58,360	8·09	68	48·07
1st qr. of 1913	470·37	1,07,55,915	5,30,710	3,16,338	2·94	87	40·39
1913-14	470·37	1,10 31,983	18,72,383	9,71,270	8·80	77	48·13
1914-15	470·37	1,17,65,712	17,65,677	8,82,773	7·50	72	50·00
1915-16	497·66	1,21,34,077	21,46,094	10,51,032	8·66	83	51.02

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 21}}{\text{Sub-heads (a) to (f)}}$. **JODHPUR-BIKANER RAILWAY SYSTEM**—*contd.*

21 (c) Jodhpur-Hyderabad railway (British section) (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Remarks.
1	2	3	4	5
Hyderabad to Shadipalli	18-8-92	55·49		The line from Hyderabad to Shadipalli was originally on the 5′ 6″ gauge, but was converted to, and opened on, the 3′ 3⅜″ gauge on the 20th October 1901.
Shadipalli to the Jodhpur Frontier . . .	22-12-00	68·49		
Total . .	...	...	123·98	

Details of construction—

Permanent-way.—The section is laid with 50-lb. flat-footed steel rails on deodar, pine and maiyang sleepers.
Ballast.—The ballast is of kunkur, stone and broken brick.
Fencing.—With the exception of a few stations and about 34 miles between Shadipalli and Chhor the line is unfenced.
Curves.—There are no curves with a radius of less than 1,000 feet.
Gradients.—The ruling gradient is 1 in 150.

Agreement and contracts—

Agreement, dated the 22nd December 1900, *between the Government of India and His Highness the Maharaja of Jodhpur and the Council of Regency, Bikaner,* as to the construction (at the cost of the Jodhpur Durbar and of the Government of India for the portions in their respective territories), of a railway from Balotra to Hyderabad, and for the management, maintenance and working thereof by the Jodhpur-Bikaner Railway Administration, as modified by—

Letter *from the Government of India in the Public Works Department, to the Agent to the Governor General for Rajputana,* No. 255 R.T., dated the 6th March 1900, and the reply thereto;

Letter *from the Railway Board to the Agent to the Governor General for Rajputana,* No. 1537 R.T., dated the 20th August 1908; and

Letter *from the Railway Board to the Agent to the Governor General for Rajputana,* No. 2197 R.S., dated the 26th October 1908, and the reply thereto.

Contract, dated the 13th July 1911, *between the Secretary of State and the Sind Light Railways, Limited,* as to the construction, management, maintenance and working, by the Administration of the Jodhpur-Bikaner railway (or any State, or other agency), of the Mirpur Khas-Jhudo railway.

Contract, dated the 16th September 1912, *between the Secretary of State and Their Highnesses the Maharajas of Jodhpur and Bikaner,* as to the management, maintenance and working, by the Administration of the Jodhpur-Bikaner railway, of the Mirpur Khas-Jhudo railway.

Main provisions of agreement and contracts—

(i) *Land.*—Provided by the Government at the cost of capital.

(ii) *Government aid.*—The line is the property of the Government, who provide all expenditure for capital, and is managed, maintained, stocked and worked by the Administration of the Jodhpur-Bikaner railway as part of that system.

(iii) *Terms of working.*—The working expenses of the amalgamated undertaking, excluding the cost of maintenance (but including rent of joint works and interest at 4½ per cent on funds provided for the purchase of stores required for the maintenance and working of the combined undertaking) are divided, in the ratio of the gross earnings of each, between the British and Native State sections. Maintenance charges are the actual expenditure on each section for *direct* charges; and for *joint* charges such as the salary, allowances and other expenses of the Chief Engineer, the proportion due in the ratio of the gross earnings. In addition to the working expenses mentioned above, the Government pay to the Jodhpur and Bikaner Durbars in each half-year for the provision of rolling-stock a sum equal to 5 per cent of the share of the cost of the whole of the joint-stock of the system which is attributable to the Jodhpur-Hyderabad railway—the book value of the stock being divided between the several sections of the system in proportion to the gross earnings of each for the period, for the purpose of determining the amount on which the percentage shall be made. The charge for the stock which cannot be considered as joint (*i.e.*, the stock which does not ply on each section nor is profit earning) shall be 5 per cent on the cost divided between the sections using it in proportion to the mileage on which it runs on each section.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 21}}{\text{Sub-heads (a) to (f)}}$. **JODHPUR-BIKANER RAILWAY SYSTEM**—*contd.*

21 (*c*) Jodhpur-Hyderabad railway (British section) (3′ 3⅜″ gauge)—*concld.*

Main provisions of agreement and contracts—*concld.*

(iv) *Distribution of profits.*—After payment of the working expenses indicated under (iii), the balance of the gross earnings, if any, is paid to the British Government.

(v) *Rates and fares.*—Certain maxima and minima have been fixed, between the limits of which the Railway Administration can vary the rates and fares quoted for goods and coaching traffic.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—

} To be conveyed on the same conditions and at the same rates as may be in force from time to time on other railways of the same gauge belonging to the Government of India.

(vii) *Power of the Government to determine agreement.*—
(viii) *Power of the Durbars to surrender agreement.*—
(ix) *Term of agreement.*—

} The agreement is terminable, only on the 1st April or the 1st October in any year, on 12 months' notice given by either party to the other.

Statistics of working (Those for the periods prior to 1902 will be found in Appendix 38 to the Report for 1907).—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1902 . .	123·98	40,45,972	5,04,008	2,18,814	5·41	1,59,771	+59,043	78	56·59
1903 . .	123·98	40,45,338	5,34,094	2,62,379	6·49	1,60,179	+1,02,200	91	55·08
1904 . .	123·98	39,58,081	6,48,728	3,45,007	8·72	1,54,846	+1,90,161	101	46·82
1905 . .	123·98	39,67,948	7,23,989	3,69,002	9·30	1,58,622	+2,10,380	112	49·03
1906 . .	123·98	40,70,635	8,91,456	5,11,938	12·58	1,57,778	+3,54,160	138	42·57
1907 . .	123·98	40,23,073	8,05,017	3,57,918	8·90	1,21,968	+2,35,950	125	55·54
1908 . .	123·98	42,81,148	7,59,479	3,34,028	7·80	1,49,807	+1,84,221	118	56·02
1909 . .	123·98	42,93,099	8,19,444	2,69,834	6·28	1,41,400	+1,28,434	127	67·10
1910 . .	123·98	42,32,763	9,00,091	3,80,517	8·99	1,42,724	+2,37,793	140	57·72
1911 . .	123·98	42,01,757	12,02,852	6,94,934	16·54	1,42,970	+5,51,964	187	42·23
1912 . .	123·98	42,19,491	13,53,633	6,84,232	16·22	1,46,742	+5,37,490	210	49·45
1st qr. of 1913 .	123 98	42,42,650	3,23,858	1,99,608	4·70	40,484	+1,59,124	201	38·37
1913-14 .	123·98	43,71,962	13,02,806	6,30,706	14·43	1,45,927	+4,84,779	202	51·59
1914-15 .	123·98	44,21,305	9,81,834	3,64,426	8·24	1,53,847	+2,10,579	152	62·88
1915-16 .	123·98	44,45,252	12,72,371	5,98,124	13·46	1,55,129	+4,42,995	197	52·99

21 (*d*) Mirpur Khas-Jhudo railway (3′ 3⅜″ gauge)—

Date of registration of the Company.—14th February 1908.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Jamrao Junction to Jhudo	18-4-09	50·43	50·43

Details of construction—

Permanent-way.—The permanent-way consists of about 33 miles of 36-lb. and about 17 miles of 41¼-lb. flat-footed steel rails laid on deodar sleepers.

Ballast.—The line is not ballasted.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 1,206 feet radius.

Gradients.—The ruling gradient is 1 in 150.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 21}}{\text{Sub-heads (a) to (f)}}$. **JODHPUR-BIKANER RAILWAY SYSTEM—*contd.***

21 (*d*) Mirpur Khas-Jhudo railway (3′ 3⅜″ gauge)—*contd.*

Agreement and contracts—

Agreement, dated the 22nd December 1900, *between the Government of India and His Highness the Maharaja of Jodhpur and the Council of Regency, Bikaner,* as to the construction (at the cost of the Jodhpur Durbar and of the Government of India for the portions in their respective territories) of a railway from Balotra to Hyderabad, and for the management, maintenance and working thereof by the Jodhpur-Bikaner Railway Administration, as modified by—

Letter *from the Government of India in the Public Works Department, to the Agent to the Governor General for Rajputana,* No. 255 R.T., dated the 6th March 1900, and the reply thereto;

Letter *from the Railway Board to the Agent to the Governor General for Rajputana,* No. 1537 R.T., dated the 20th August 1908; and

Letter *from the Railway Board to the Agent to the Governor General for Rajputana,* No. 2197 R.S., dated the 26th October 1908, and the reply thereto.

Contract, dated the 13th July 1911, *between the Secretary of State and the Sind Light Railways, Limited,* as to the construction, management, maintenance and working, by the Administration of the Jodhpur-Bikaner railway (or any State, or other agency) of the Mirpur Khas-Jhudo railway.

Contract, dated the 16th September 1912, *between the Secretary of State and Their Highnesses the Maharajas of Jodhpur and Bikaner,* as to the management, maintenance and working, by the Administration of the Jodhpur-Bikaner railway, of the Mirpur Khas-Jhudo railway.

Contract, dated the 9th June 1913, *between the Secretary of State and the Sind Light Railways, Limited,* as to the construction of the Mirpur Khas-Khadro railway and its maintenance, management and working as a part of the Mirpur Khas-Jhudo railway.

Contract, dated the 5th December 1913, *between the Secretary of State and Their Highnesses the Maharajas of Jodhpur and Bikaner,* as to the maintenance, management and working, by the agency of the Jodhpur-Bikaner Railway Administration, of the Mirpur Khas-Khadro railway as an integral part of the Mirpur Khas-Jhudo railway.

Main provisions of agreement and contracts.—

(i) *Land.*—Provided by the Government free of cost to the Company, except that the bank constructed by the Jamrao Canal Department, parallel to and alongside the Jamrao Canal, upon which the railway runs for a distance of about 16 miles, remains the property of the Canal Department, subject to the right of the Company to have the said railway running thereon and other provisions relating to the canal and bridges thereover, etc.

(ii) *Government aid.*—The railway is the property of the Sind Light Railways, Limited, at whose cost it was constructed by the Administration of the Jodhpur-Bikaner railway, who manage, maintain stock and work it, under agreement with the Government, in conjunction with and as part of the British section of the Jodhpur-Hyderabad railway.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } As between the Government and the Sind Light Railways, Limited, the Government undertake the management, maintenance, provision of rolling-stock and working, through State, or other, agency (that at present employed being the Administration of the Jodhpur-Bikaner railway), for 40 per cent of the gross earnings of the Mirpur Khas-Jhudo railway; the remainder, being the net earnings of the branch, is paid by the working agency to the Company.

As between the Government and the Administration of the Jodhpur-Bikaner railway, the Company's line is managed, maintained, stocked and worked by the Jodhpur-Bikaner Railway Administration in conjunction with, and as if it had originally been a part of, the British section of the Jodhpur-Hyderabad railway, and were subject to the provisions of the agreement of the 22nd December 1900 so far as they are not inconsistent with the contract of 1911 between the Government and the Company; *provided that the difference* (if any) between the following sums, *viz.*:—

(*a*) the proportion (*viz.*, 60 per cent) of the gross earnings of the Mirpur Khas-Jhudo railway in each half-year payable, under the combined effect of the contracts of 13th July 1911 and 16th September 1912, by the working agency to the Company, and

(*b*) the sum which would have been payable to the Government as the excess of the gross earnings, over working expenses, of the Mirpur Khas-Jhudo railway in terms of the agreement of the 22nd December 1900, if that railway had been originally subject thereto as part of the British section of the Jodhpur-Hyderabad railway and if the gross earnings thereof, ascertained by separate accounts, had been treated as separate from those of the other portion of the Jodhpur-Hyderabad railway so as to bear its own share of working expenses under that agreement in the same half-year,

is adjusted by payment of such difference by the Government to the Jodhpur-Bikaner Railway Administration or *vice versâ*, as the case may be, according as the sum payable by the Railway Administration to the Company is greater or less than that which would have been payable by the Railway Administration to the Government as stated under (*b*) above.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 21}}{\text{Sub-heads (a) to (f)}}$. **JODHPUR-BIKANER RAILWAY SYSTEM**—*contd.*

21 (*d*) Mirpur Khas-Jhudo railway (3′ 3⅜″ gauge)—*concld.*

Main provisions of agreement and contracts—*concld.*

(v) *Rates and fares.*—

(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—

} As noted under 21 (*c*), Jodhpur-Hyderabad railway (British section) (3′ 3⅜″ gauge).

(vii) *Power of the Government to determine contract.*—Government may determine the contract by "Notice of purchase" either on the 31st December 1928, or on the 31st December in the last year in any subsequent period of ten years, on giving twelve months' notice.

On the termination of the contract Government takes possession of the railway and all its appurtenances on the payment to the Company of a sum equal to 25 times the amount of the average net earnings of the railway during the three years immediately preceding the date of that event provided that such sum shall not exceed by more than 20 per cent, nor be less than, the total capital expenditure.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract.*—Until determined under (vii).

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1909 . . .	50·43	7,37,231	43,535	26,121	3·54	25	40·00
1910 . . .	50·43	7,20,900	98,463	59,078	8·20	38	40·00
1911 . . .	50·43	7,20,329	96,228	57,737	8·02	37	40·00
1912 . . .	50·43	7,22,627	1,16,670	70,002	9·69	44	40·00
1st qr. of 1913 .	50·43	7,22,771	48,383	29,030	4·02	74	40·00
1913-14 . . .	50·43	7,24,396	1,40,184	84,110	11·61	53	40·00
1914-15 . .	50·43	7,24,396	1,34,013	80,408	11·10	51	40·00
1915-16 . .	50·43	7,24,396	1,26,507	75,904	10·48	48	40·00

21 (*e*) Mirpur Khas-Khadro railway (3′ 3⅜″ gauge)—

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Mirpur Khas to Khadro	1-1-12	49·50	49·50

Details of construction—

Permanent-way.—The line is laid with 60-lb. iron rails for 9 miles and 36-lb. flat-footed steel rails for 40½ miles. The sleepers used are deodar throughout.

Ballast.—The line is not ballasted.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 995 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Contracts—

Dated the 9th June 1913, *between the Secretary of State and the Sind Light Railways, Limited*, as to the construction of the Mirpur Khas-Khadro railway and its maintenance, management and working as a part of the Mirpur Khas-Jhudo railway.

Dated the 5th December 1913, *between the Secretary of State and Their Highnesses the Maharajas of Jodhpur and Bikaner*, as to the maintenance, management and working, by the agency of the Jodhpur-Bikaner Railway Administration, of the Mirpur Khas-Khadro railway as an integral part of the Mirpur Khas-Jhudo railway.

Main Provisions of contracts—

The same as noted under Mirpur Khas-Jhudo railway (3′ 3⅜″ gauge) except as follows:—

Power of the Government to determine contract.—Government may determine the contract by 'notice of purchase' either on the 31st December in the twenty-first year after the opening of the line for traffic, or on the 31st December in the last year of any subsequent period of 10 years, paying

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 21}}{\text{Sub-heads (a) to (f)}}$. **JODHPUR-BIKANER RAILWAY SYSTEM**—*concld.*

21 (*e*) Mirpur Khas-Khadro railway (3′ 3⅜″)—*concld.*

Main provisions of contracts—*concld.*

to the Company 25 times the amount of the average yearly net earnings of the railway during the 3 years immediately preceding the purchase, provided that such sum shall not exceed by more than 20 per cent, nor be less than, the total capital expenditure.

Government may also determine the contract and purchase the railway in the following events :—

(*a*) If it is considered desirable that the gauge of the railway should be altered ;

(*b*) If it is considered desirable to convert the railway into a line of through communication ; and

(*c*) If it is considered desirable to extend the line (without altering the gauge or making the railway part of a through route) and the Company is unable or unwilling to supply the necessary capital for the purpose ;

on payment to the company 25 times the average net earnings during the 3 years preceding the purchase or 115 per cent of the capital expenditure whichever shall be the greater, but if the purchase occurs within less than 3 years from the opening of the line the price shall be 115 per cent. of the capital expenditure.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1912 . . .	49·50	8,24,749	60,432	36,259	4·40	23	40·00
1st qr. of 1913 .	49·50	8,22,116	26,941	16,165	1·97	42	40·00
1913-14 . .	49·50	8,22,222	83,334	50,000	6·08	32	40·00
1914-15 . . .	49·50	8,22,603	69,806	41,884	5·09	27	40·00
1915-16 . . .	49·50	8,23,096	70,237	42,142	5·12	27	40·00

21 (*f*) Pipar-Bilara Light railway (2′ 0″ gauge)—

The line was constructed originally as a steam tramway, to which the provisions of the Indian Railways Act were applied on the 6th July 1912.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Pipar Road to Bhavi	25-11-10	19·00	
Bhavi to Bilara	1-3-12	6·25	
TOTAL . .	...	...	25·25

Details of construction—

Permanent-way.—The permanent-way consists of 24-lb. steel rails on deodar sleepers.

Ballast.—The line is ballasted with earth.

Fencing.—The line is not fenced.

Curves.—The radius of the sharpest curve is 478 feet.

Gradients.—The ruling gradient is 1 in 600—except in the sections from mile 6·38 to mile 6·76 and from mile 7 to mile 7·53, where the gradient is 1 in 100 in cuttings.

Agreement—

Nil.—The line was constructed and is owned by the Jodhpur Durbar by whom it was worked up to the 3rd February 1913. From the 4th February 1913, the working was taken over by the Jodhpur-Bikaner Railway Administration.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1910 . .	19·00	1,95,767	1,732	632	0·32	17	63·51
1911 . .	19·00	2,51,555	15,996	5,246	2·08	16	67·20
1912 . .	25·00	2,74,857	22,986	5,509	2·00	18	76·03
1st qr. of 1913	25·00	2,74,936	5,862	2,159	0·79	18	63·18
1913-14 . .	25·25	2,76,987	26,156	1,323	0·48	20	94·94
1914-15 . .	25·25	2,79,837	25,187	9,402	3·36	19	62·67
1915-16 . .	25·25	2,90,205	33,679	12,472	4·30	26	62·97

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 22}}{\text{Sub-head (a)}}$. **JUNAGAD STATE RAILWAY** (3′ 3⅜″ gauge)—

This line was constructed by Government agency for the Native State of Junagad (after which it is named). It was, up to the 31st March 1911, worked by an Administrative Coalition of the States of Bhavnagar, Gondal, Junagad and Porbandar, which was formed for the purpose of working, as one undertaking, the railways which, prior to that date, were comprised in the Bhavnagar-Gondal-Junagad-Porbandar railway. The Coalition ceased to exist on the 1st April 1911, on and from which date the line is being worked independently as a separate and distinct railway.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Jetalsar to Junagad	1-9-88	16·00		
Junagad to Veraval Docks	1-2-89	51·30	67·30	
Branches—				
Kutiyana branch—				
Shapur to Manavadar	15-2-10	15·86		
Manavadar to Bantva	25-12-10	3·45		
Bantva to Saradiya	15-5-15	7·00	26·31	
Visavadar branch—				
Junagad to Bilkha	20-5-12	13·64		
Bilkha to Visavadar	15-2-13	12·92	26·56	
Dungarpur quarry line	10-12-12	0·73	0·73	
TOTAL OPEN MILEAGE	...	...	...	120·90
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Veraval to Una (sanctioned on 15th June 1915)	...	56·91	56·91	56·91
GRAND TOTAL	...	...	...	177·81

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on creosoted pine, deodar and jodka teak sleepers.

Ballast.—The line is ballasted with broken stone.

Fencing.—The line is practically unfenced.

Curves.—The sharpest curve is of 1,200 feet radius.

Gradients.—The ruling gradient is 1 in 150, except on the approach to Sorath Vanthli station on the Kutiyana branch where it is 1 in 100.

Agreement—

Nil.—The line is owned and worked by the State of Junagad.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1911	88·96	48,05,266	4,45,926	2,06,461	4·30	96	53·70
1912	100·50	55,92,589	5,33,085	2,65,510	4·75	102	50·19
1st qr. of 1913.	113·42	57,12,741	1,62,434	84,436	1·48	110	48·02
1913-14	113·42	60,44,323	6,18,701	2,97,380	4·92	105	51·93
1914-15	113·90	62,46,354	6,21,293	2,92,418	4·68	105	52·93
1915-16	120·90	64,08,750	6,96,353	3,40,103	5·33	111	51·16

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 23}}{\text{Sub-head (a)}}$. **MORVI RAILWAY** (3′ 3⅜″ and 2′ 6″ gauges)—

The whole line was originally on the 2′ 6″ gauge. In 1905 the length between Wadhwan and Rajkot was converted to the 3′ 3⅜″ gauge—from Wadhwan to Than Road, 31·34 miles, on a new alignment and onwards to Rajkot, 42·60 miles, on the original alignment with a few unimportant diversions. The line between Vankaner and Morvi was retained on the 2′ 6″ gauge.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
3′ 3⅜″ gauge—				
Wadhwan to Rajkot Junction	4-3-05	73·94	73·94	
2′ 6″ gauge—				
Vankaner to Morvi	24-3-87	15·70		
Quarry branch	23-12-05	3·19	18·89	
TOTAL .	...	...	...	92·83

Details of construction—

Permanent-way.—The permanent-way on the 3′ 3⅜″ gauge section consists of 41¼-lb. flat-footed steel rails on half-round teak sleepers; and that on the 2′ 6″ gauge section of 29-lb. flat-footed steel rails on steel trough and creosoted pine sleepers.

Ballast.—The line is ballasted with moorum (disintegrated trap).

Fencing.—The line is unfenced.

Curves.—The sharpest curve on the 3′ 3⅜″ gauge is of 950 feet radius; and that on the 2′ 6″ gauge is of 500 feet radius.

Gradients.—The ruling gradient of the greater part of the railway is about 1 in 200 with a 1 in 150 banking section.

Contract—

Nil.—The line was constructed by His Highness the Thakore Sahib of Morvi, at his own expense, and is maintained and worked by him.

Statistics of working (Those for the periods prior to 1906 will be found in Appendix 38 to the Report for 1907).—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1906 . . .	94·64	44,90,459	3,07,560	1,59,584	3·55	62	48·11
1907 . . .	94·64	45,73,551	4,11,791	2,55,762	5·59	84	37·89
1908 . . .	92·83	46,42,725	5,08,262	2,82,464	6·08	105	44·43
1909 . . .	92·83	47,95,497	4,71,830	2,12,900	4·44	98	54·88
1910 . . .	92·83	49,91,020	5,29,105	2,96,286	5·94	109	44·00
1911 . . .	92·83	49,91,298	6,86,082	4,22,520	8·47	132	33·57
1912 . . .	92·83	51,21,785	7,24,917	4,54,377	8·87	150	37·32
1st qr. of 1913.	92·83	51,14,001	1,90,849	1,40,141	2·74	158	26·57
1913-14 . .	92·83	52,11,157	7,76,902	5,03,049	9·65	161	35·25
1914-15 . .	92·83	52,83,719	7,66,981	4,86,346	9·24	159	36·59
1915-16 . .	92·83	53,80,469	7,73,044	4,92,318	9·15	160	36·31

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 24}}{\text{Sub-head (a)}}$. **MYSORE-ARSIKERE RAILWAY** (3′ 3⅜″ gauge)—

The construction of this line by the Mysore Durbar was sanctioned by the Government of India in the Foreign Department, in their letter No. 3474 I.B., dated the 29th October 1913.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Mysore to Arsikere (sanctioned on 29th October 1913)	...	102·25	102·25

Number $\frac{\text{Main head 25}}{\text{Sub-head (a)}}$. **OKHAMANDAL RAILWAY** (3′ 3⅜″ gauge)—

Sanction to the construction of this line by the Baroda Durbar was conveyed in Railway Board's Notification No. 156, dated the 5th June 1913.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Kuranga to Arthara (sanctioned on 5th June 1913)	...	37·02	37·02

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 26}}{\text{Sub-heads (a) to (c)}}$ ROHILKUND AND KUMAON RAILWAY SYSTEM—

Chairman.——Alexander Izat, Esq., C.I.E.
Secretary.—E. A. Neville, Esq.
Offices.—237, Gresham House, Old Broad Street, London, E.C.
Date of registration of the Company.—6th October 1882.

Lines comprised in the system.—The Rohilkund and Kumaon railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Rohilkund and Kumaon railway (3′ 3⅜″ gauge) . . .	258·84	...	258·84
(*b*) Lucknow-Bareilly railway (3′ 3⅜″ gauge)	312·51	...	312·51
(*c*) Powayan Light railway (2′ 6″ gauge)	39·50	...	39·50
Total .	610·85	...	610·85

Running powers—

Home line over foreign line:—			
Over Ramganga bridge, between Bareilly and Basharatganj, Oudh and Rohilkhand railway.	for passenger and goods trains.	0·52	
Over Ramganga bridge, between Dalpatpur and Moradabad, Oudh and Rohilkhand railway.		0·40	
			0·92
Foreign line over home line:—			
Bengal and North-Western railway, Daliganj to Aishbagh, for passenger and goods trains . . .			3·40

26 (*a*) Rohilkund and Kumaon railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Bhojeepura to Kathgodam	12-10-84	53·92		
			53·92	
Extensions—				
Kasganj extension—				
Bareilly to Soron	29-1-06	54·95		
Soron to Kasganj	4-1-85	9·00		
			63·95	
Ramnagar extension—				
Moradabad to Got	10-5-08	4·19		
Got to Kashipur	1-4-07	17·14		
Kashipur to Ramnagar	11-1-08	26·86		
			48·19	
Kashipur extension—				
Lalkua to Kashipur	15-12-07	36·00		
			36·00	
Shahjahanpur extension—				
Pilibhit to Bisalpur	24-2-11	23·14		
Bisalpur to Carewganj	13-1-12	31·12		
Shahbaznagar to Shahjahanpur	18-3-16	2·52		
			56·78	
GRAND TOTAL	...	...	...	258·84

Details of construction—

Permanent-way.—The permanent-way consists of 41½ and 50-lb. steel rails on sâl, Australian and deodar sleepers. The lines from Lalkua to Ramnagar, Moradabad to Kashipur and Pilibhit to Carewganj are laid with 41½-lb. steel rails on sâl and deodar sleepers.

Ballast.—The ballast consists of broken brick and shingle.

Fencing.—The line is partially fenced.

Curves.—There are no curves with a radius of less than 716 feet.

Gradients.—The ruling gradient between Bhojeepura and Kathgodam is 1 in 280, except near the hill where it is 1 in 70; between Bareilly and Kasganj, 1 in 400; between Moradabad and Ramnagar, 1 in 400, except near the hills where it is 1 in 125; between Lalkua and Kashipur, 1 in 200, except for a short distance near Lalkua where it is 1 in 100; and between Pilibhit and Carewganj, 1 in 400.

Contracts—

Dated the 12th October 1882 (called the original contract), *between the Secretary of State and the Rohilkund and Kumaon Railway Company,* as to the construction, maintenance, management and working of the railway from Bhojeepura to Kathgodam.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 26}}{\text{Sub-heads (a) to (c)}}$. **ROHILKUND AND KUMAON RAILWAY SYSTEM—*contd.***

26 (*a*) Rohilkund and Kumaon railway (3′ 3⅜″ gauge)—*contd.*

Contracts—*contd.*

Dated the 8th September 1890 (called the principal contract), *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, as to the working of the Company's line and the construction, maintenance, management and working of certain State lines.

Dated the 31st December 1892 (supplemental to the contract of 1890 and called the capital advance contract) , *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, for the advance of capital for the State line and as to debentures.

Dated the 5th February 1901 (supplemental to the contracts of 1882, 1890 and 1892), *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, prolonging and continuing the contract of 1890, subject to certain modifications thereof and of the contracts of 1882 and 1892.

Dated the 24th April 1903 (supplemental to the contracts of 1882 and 1890), *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, as to the adoption of 1*s*. 4*d*. per rupee as the "prescribed" rate of exchange.

Dated the 15th July 1904 (supplemental to the contracts of 1882, 1890, 1901 and 1903), *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, as to the construction, maintenance, management and working of certain Branch railways and the purchase of existing Branch lines.

Dated the 13th July 1906, *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, as to the provision of moneys for capital expenditure on the Powayan Steam Tramway, and the acquisition by the Company of interests in that Tramway, and other matters.

Dated the 24th March 1909 (supplemental to and in modification of the contracts of 1882, 1890, 1892, 1901, 1903, 1904 and 1906), *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, as to the raising of capital for the purposes both of the Company's lines and of the Lucknow-Bareilly railway, and for the construction, maintenance, management and working of the Pilibhit-Barmdeo railway, extensions of the Dudhwa branch with a permanent bridge over the Sarda river, and the Pilibhit-Shahjahanpur railway.

Dated the 3rd July 1914 (supplemental to the contracts of 1882, 1890, 1892, 1901, 1903, 1904, 1906 and 1909), *between the Secretary of State and the Rohilkund and Kamaon Railway Company* as to the adoption of the Government financial year for the preparation of the accounts.

Main provisions of contracts.—

(i) *Land.*—Land for the Company's railway constructed in pursuance of the original contract was provided by the Government free of cost to the Company, subject to the condition that the Company pays, on demand, to Government the cost price of land purchased by Government for the purposes of the Company's railway. Land for the railway from Gola Gokaran Nath to Pilibhit, and for all the other State lines provided by the Government after the 1st January 1891 is charged to capital subsequent to the date of the principal contract. Land for Branch railways and Branch line works is provided free, except and excluding land required for quarrying ballast, brickfields or kindred purposes.

(ii) *Government aid.*—Government guaranteed interest at 4 per cent per annum in sterling on the capital up to £200,000 expended on the *Company's* original railway until its opening throughout for public traffic but for no longer than and including 1st January 1885 ; thereafter a subsidy of Rs. 20,000 half-yearly for ten years from the date of opening, which ceased on the 31st December 1894.

In the case of the *Lucknow-Bareilly* railway the Government guarantee the principal and interest in respect of debentures for the nominal amount of £147,000 issued by the Company in order to raise the sum of £160,000 (the sum actually realised being £160,837).

[NOTE.—Of these, debentures for £40,000 and £32,000 were paid off from advances by the Secretary of State in England on 1st July 1911 and 1st July 1915, respectively].

The Company reimburses the Government any amount by which the interest payable under the guarantee may exceed Rs. 96,000 in any one year.

All sums advanced by the Government after the 31st December 1900 bear interest at the rate of 3½ per cent per annum.

(iii) *Terms of working.*—The Lucknow-Bareilly railway is worked in conjunction with the Company's own line, a joint account of working expenses being kept. Joint working expenses account includes—

(1) any item of capital expenditure not exceeding Rs. 1,000 classed as "minor work" subject to a maximum charge on such account of Rs. 15 per mile of railway open per half-year and

(2) a payment to Government of Rs. 20 per mile of railway open to traffic per half-year for audit and supervision.

The joint working expenses of the open system are divided between—

(*a*) the Company's original line and "the Additional Main Line Works,"
(*b*) the Lucknow-Bareilly railway and "the State Line Works" and,
(*c*) "the Branch Railways" and "the Branch Line Works"

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 26}}{\text{Sub-heads (a) to (c)}}$. **ROHILKUND AND KUMAON RAILWAY SYSTEM—*contd.***

26 (*a*) Rohilkund and Kumaon railway (3′ 3⅜″ gauge)—*contd.*

Main provisions of contracts—*contd.*

in proportion to the respective gross earnings of those three classes.

(iv) *Distribution of profits.*—The earnings of the Company's original line and "the Additional Main Line Works," after payment of all working expenses, are applied in the following order :—

(*a*) in payment of contribution to Provident Fund contingent on net earnings,
(*b*) in payment of interest on the Company's Main Line Stock (being part of the Joint Debenture Stock),
(*c*) in payment of interest on borrowed capital, and
(*d*) in payment of interest at 6 per cent per annum on the *bonâ fide* paid up share capital of the Company.

The surplus is divided equally between the Government and the Company.

The net earnings of "the Branch Railways" and of "the Branch Line Works" belong absolutely to the Company, without any right of the Secretary of State to participate therein, subject only to the payment thereout of contribution to Provident Fund contingent on net earnings and interest on the Company's Branch Line Stock (being part of the Joint Debenture Stock).

The net earnings of the Lucknow-Bareilly railway and "the State Works", *i.e.*, of the undertaking, are applied in the following order :—

(*a*) In payment of contribution to Provident Fund contingent on net earnings,

(*b*) in payment of the interest at 4 per cent per annum on the State Stock (being part of the Joint Debenture Stock), except interest on such portion of the State Stock as may for the time being be appropriated for lines under construction, which latter is charged to capital till the close of the half-year next after the opening of lines to traffic,

(*c*) in payment of the interest on the debentures of £147,000 issued by the Company in 1890 and of interest at 4 per cent per annum on any further capital supplied by the Company or advanced by the Government for the purposes of the undertaking (3½ per cent per annum on Government advances subsequent to the 31st December 1900),

(*d*) in payment to the Government of interest at 4 per cent per annum on the value at cost price of the railways, rolling-stock, plant, machinery and land handed over to or retained by the Company on the 1st January 1891 (standing to debit of Part I of the Capital Account), and

(*e*) the residue is divided between the Government and the Company in the ratio of their respective shares of capital in the undertaking.

[*Note 1.*—The State Stock (part of Joint Debenture Stock), excluding and except so much of it as is appropriated for the construction of the Pilibhit-Barmdeo railway, does not participate in profits either as Government capital or as Company's capital.]

[*Note 2.*—The amount advanced by the Secretary of State to pay off debentures for £72,000 (part of £147,000 *vide* (ii) above and note in connection therewith) does not affect the capital of either the Secretary of State or the Company for the purposes of division of surplus profits of the Lucknow-Bareilly railway.]

(*v*) *Rates and fares*—

Maxima :— Company's lines :—

Passengers :—

1st class, 3 annas per mile.
Lower class, 4½ pies per mile.

Luggage, 2 pies per maund per mile.

Goods :—

Edible grains, ⅓rd pie per maund per mile.
Other goods, 2 pies per maund per mile.

Parcels and live-stock at rates not exceeding 50 per cent over rates on the East Indian railway.

On the Branch railways food grains and salt are to be carried at rates, not less than the minimum for goods, as the Government may fix; and fuel for distances exceeding 100 miles on the Branch railways, or on any part thereof together with any part of the other railways belonging to or worked by the Company at a rate not exceeding ⅛th pie per maund per mile.

Lucknow-Bareilly railway and branches :—

The Government to authorise, from time to time, maximum and minimum rates, and to prescribe the classification of passengers and goods, as well as the extent to which, within the maxima and minima, the Company may vary such rates.

For traffic between the joint line (Bareilly-Bhojeepura) and the Company's own line, the rates in force on the latter may be levied, except in the case of food grains and salt, and of fuel carried

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 26}}{\text{Sub-heads (a) to (c)}}$. **ROHILKUND AND KUMAON RAILWAY SYSTEM—*contd.***

26 (*a*) Rohilkund and Kumaon railway (3′ 3⅜″ gauge)—*contd.*

Main provisions of contracts—*contd.*

for distances exceeding 100 miles ; for the former the rates will not be less than the minimum for goods fixed by Government, and for the latter the rates will not exceed ⅛th pie per maund per mile.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails.—On the Company's original line, to be conveyed on payment of Rs. 5,000 half-yearly.

On the extensions of the Company's original line (Additional Main Line Works), the Company is to receive a reasonable remuneration in lieu of the sum of Rs. 5,000 above noted.

On the Lucknow-Bareilly railway and branches, on the same general conditions as are for the time being in force on other 3′ 3⅜″ gauge State railways, and at rates to be approved by the Government.

(*b*) Troops, police, high Government officials and Government stores.—

On the Company's lines, at the ordinary tariff rates charged to the public.

On the Lucknow-Bareilly railway and branches, on the same general conditions as are for the time being in force on other 3′ 3⅜″ gauge State railways, and at rates to be approved by the Government.

(*c*) Government bullion and coin, and the persons in charge thereof.—

On the Company's lines at special rates to be from time to time agreed upon between the Government and the Company.

On the Lucknow-Bareilly railway and branches, at special rates to be approved by the Government.

(vii) *Power of the Government to determine contract.*—

Contract of 1882 : The Government may terminate the contract at the end of the 50th year, *i.e.*, on the 31st December 1932, by giving 12 months' notice. If the contract terminate by such notice, or by the efflux of time, the Government are to pay to the Company 25 times the average net earnings, less the Government share of surplus profits, during the 5 years immediately preceding either the date of the termination or (at the option of the Government) the 31st December 1912.

[*Note.*—The cost of making good any shortcomings which render the value of the line not commensurate with the capital expended may be deducted from the purchase price payable.]

The Government may also determine the contract at any time on 6 months' notice (called the "Notice of Determination") if the Company fail to observe its obligations, on payment of the value of the permanent-way, stock and plant, or may call upon the Company to accept the same in lieu of payment, in which latter case the Company must remove its property within 9 months from the termination of the contract, otherwise it becomes the property of the Government.

Contract of 1890 : If the original contract with the Company, dated the 12th October 1882, terminate for any reason, then the contract for the working of the Lucknow-Bareilly railway *ipso facto* terminates at the same time. The Government may terminate the contract on the 31st December 1932, or on the 31st December in any subsequent year, by giving 12 months' notice. The Government may also determine the contract on 6 months' notice (called the "Notice of Determination") if the Company fail to observe its obligations.

On the determination of the contract the Government will resume possession of the State railway, and at their option will either repay the capital that has been received from the Company for the purposes of the undertaking, or will take over the liability of the Company in respect of such capital. If the capital is repaid, the payment may, at the option of the Government, be made either in England or in India.

Contract of 1904 : If the original contract with the Company, dated the 12th October 1882, terminate either by "Notice of Purchase" or by the efflux of time, then the contract of 1904 terminates at the same time, in which case the Government are to pay to the Company 25 times the average net earnings of the Lalkua-Kashipur-Moradabad-Ramnagar branches during the 5 years immediately preceding the termination, provided such sum does not exceed by more than 20 per cent, nor be less than, the capital expenditure on those railways.

[*Note.*—The cost of making good any shortcomings which render the value of the line not commensurate with the capital expended may be deducted from the purchase price payable.]

The Government may also determine the contract at any time on 6 months' notice (called the "Notice of Determination") if the Company fail to observe its obligations, on payment of the value of the permanent-way, stock and plant, or may call upon the Company to accept the same in lieu of payment, in which latter case the Company must remove its property within 9 months from the termination of the contract, otherwise it becomes the property of the Government.

Contract of 1909 : By clause 18 of the contract of the 24th March 1909, if either the contract of 1890 be determined from any cause or that of 1909 be determined by "Notice of Purchase" as far as each relates to "the State lines", but not further or otherwise, then the other of the two contracts *ipso facto* terminates at the same time.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 26}}{\text{Sub-heads (a) to (c)}}$. **ROHILKUND AND KUMAON RAILWAY SYSTEM—*contd.***

26 (*a*) Rohilkund and Kumaon railway (3′ 3⅜″ gauge)—*concld.*

Main provisions of contracts—*concld.*

By clause 19 of the contract of the 24th March 1909, that contract so far as it relates to "the Scheduled Company's Works" (the Pilibhit-Shahjahanpur line), in common with the contract of 1904 terminates *ipso facto* with the determination by "Notice of Purchase" of the Company's original contract of the 12th October 1882, the Government, however, only having the power to purchase "the Company's original line", "the Branch railways" and "the Scheduled Company's Works" collectively, not any of them separately from the other or others of them.

By clause 20 of the contract of the 24th March 1909—

(*a*) the contract of 1909 so far as it relates to "the Additional Main Line Works" terminates *ipso facto* with the determination by "Notice of Determination" of the Company's original contract of the 12th October 1882,

(*b*) the contract of 1909 so far as it relates to "the Branch Line Works" terminates *ipso facto* with the determination by "Notice of Determination" of the contract of 1904, except as noted above against clauses 18 and 20 of the contract of 1909 and also except as provided for in clause 77 of the contract of 1890, the several powers of the Government to determine by "Notice of Determination" the contracts respectively of 1882, 1890 and 1904, and also that of 1909 so far as they relate to "the State Line Works" to "the Additional Main Line Works" and to "the Branch Line Works", remain separate and unaffected, and are exercisable as to any one or parts thereof independently and without prejudice as to the continuance of the others or parts thereof, in the event of the Company failing to observe its obligations contained in the contract or part of the contract which it is sought to determine: provided that the powers of the Government to determine, by "Notice of Determination", the contract of 1909 so far as it relates to "the Additional Main Line Works" and to "the Branch Line Works" are exercisable separately in respect of any line or branch forming an independent part of such works, if the Company fail to observe its obligations in regard thereto.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract.*—Those of 1882, 1904 and 1909, up to the 31st December 1981; that of 1890, up to the 31st December 1932.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.	Remarks.
1	2	3	4	5	6	7	8	9
	Miles.	Rs.	Rs.	Rs.		Rs.		
1884	55·00	19,40,266	36,543	1,783	0·09	51	95·26	Net earnings from 1885 to 1894 include an annual subsidy of Rs. 40,000.
1885	55·00	21,71,124	2,38,572	80,153	3·69	68	66·40	
1886	55·00	22,52,962	3,00,191	1,23,832	5·50	86	58·75	
1887	55·00	22,91,619	3,19,274	1,16,800	5·10	92	63·42	
1888	55·00	23,40,100	3,34,092	1,42,120	6·07	96	57·46	
1889	55·00	23,96,624	3,72,270	1,60,135	6·68	107	56·98	
1890	55·00	24,17,052	3,14,834	1,51,003	6·25	90	52·04	
1891	53·92	20,49,458	3,85,084	1,60,081	7·81	112	58·43	
1892	53·92	20,58,575	4,33,648	1,97,780	9·61	127	54·39	
1893	53·92	20,82,280	4,25,909	1,83,180	8·80	124	56·99	
1894	53·92	20,80,440	4,59,313	2,15,191	10·34	134	53·15	
1895	53·92	20,78,251	4,04,504	1,52,209	7·32	118	62·37	
1896	53·92	20,79,863	4,26,905	1,53,821	7·40	125	63·96	
1897	53·92	21,20,428	4,23,720	1,72,319	8·13	124	59·83	
1898	53·92	21,42,552	4,62,308	2,20,785	10·30	135	52·24	
1899	53·92	21,48,313	4,65,623	2,34,020	10·89	136	49·74	
1900	53·92	21,53,125	4,37,572	2,28,048	10·59	128	47·88	
1901	53·92	22,09,423	3,84,314	2,09,896	9·50	112	45·38	
1902	53·92	23,36,911	4,10,626	2,18,317	9·34	120	46·83	
1903	53·92	25,89,790	4,13,147	2,20,405	8·51	121	46·65	
1904	53·92	43,55,575	4,18,787	2,24,403	5·15	122	46·41	
1905	53·92	93,34,589	4,40,664	1,54,126	1·65	129	65·02	The decrease in net earnings in 1905 is due to the heavy outlay on relaying the main line.
1906	117·87	1,16,53,319	8,03,607	3,65,161	3·13	124	54·56	
1907	117·87	1,28,55,065	10,67,928	5,69,506	4·43	158	46·67	
1908	203·35	1,35,79,271	11,44,078	5,50,193	4·05	102	51·91	
1909	202·06	1,86,93,877	12,70,929	6,26,391	4·57	121	50·71	
1910	202·06	1,52,28,920	13,46,150	7,62,425	5·00	128	43·36	
1911	225·20	1,59,24,548	14,73,586	7,99,809	5·02	128	45·72	
1912	256·32	1,62,89,858	18,99,670	11,51,734	7·07	144	39·37	
1st qr. of 1913	256·32	1,63,05,789	4,88,833	2,99,341	1·84	37	38·76	
1913-14	256·32	1,67,73,684	18,84,583	10,57,658	6·30	141	43·88	
1914-15	256·32	1,69,38,847	15,58,479	7,39,623	4·37	117	52·54	
1915-16	258·84	1,69,99,623	17,25,863	9,13,086	5·37	128	47·09	

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 26}}{\text{Sub-heads (a) to (c)}}$. **ROHILKUND AND KUMAON RAILWAY SYSTEM—*contd.***

26 (*b*) Lucknow-Bareilly railway (3′ 3⅜″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Lucknow to Sitapur	15-11-86	55·00		
Sitapur to Lakhimpur	15-4-87	28·50		
Lakhimpur to Gola Gokaran Nath	15-12-87	21·50		
Gola Gokaran Nath to Pilibhit	1-4-91	57·55		
Pilibhit to Bhojeepura	15-11-84	24·00		
Bhojeepura to Bareilly	12-10-84	12·00		
			198·55	
Branches and extensions—				
Bareilly grain siding	1-4-94	1·75		
			1·75	
Kauriálaghat extension—				
Mailani to Sarda	1-1-93			
Sarda to Sohela	10-3-93	30·78		
Sohela to Sonaripur	18-3-94			
Sonaripur to Kauriálaghat	2-1-11	20·62		
			51·40	
Chandan Choki extension—				
Dudhwa to Chandan Choki	1-4-03	7·57		
			7·57	
Gauri Phanta extension—				
Dudhwa to Gauri Phanta	15-4-14	14·49		
			14·49	
Barmdeo extension—				
Pilibhit to Barmdeo	15-5-12	38·75		
			38·75	
GRAND TOTAL	...	...	...	312·51

Details of construction—

Permanent-way.—The permanent-way consists of 41½-lb. and 50-lb. steel rails on sâl sleepers.

Ballast.—The ballast consists of broken brick, kunkur and shingle.

Fencing.—The line is partially fenced.

Curves.—There is only one curve with a radius of less than 1,000 feet.

Gradients.—The ruling gradient between Lucknow and Bareilly is 1 in 500, except near Lucknow and Bareilly, where it is 1 in 200; between Mailani and Kauriálaghat, 1 in 400 and between Dudhwa and Chandan Choki, 1 in 100.

Contracts—

Main provisions of contracts— As noted under Rohilkund and Kumaon railway (3′ 3⅜″ gauge).

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 26}{\text{Sub-heads } (a) \text{ to } (c)}$. **ROHILKUND AND KUMAON RAILWAY SYSTEM—*contd.***

26 (*b*) Lucknow-Bareilly railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working (Those for the periods prior to 1891 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Company's share of surplus profits (based on terms of contract): *attributable to each year.*	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1891	198·38	79,17,846	4,95,068	1,72,145	2·17	2,72,055	...	— 99,910	56	65·23
1892	198·33	81,66,804	6,82,836	2,74,601	3·36	3,07,651	10,636	— 43,686	66	59·79
1893	222·05	83,89,362	7,28,878	2,73,541	3·26	3,26,770	3,495	— 56,724	67	62·47
1894	231·17	85,93,158	9,72,269	3,94,240	4·59	3,45,323	24,180	+ 24,737	88	59·45
1895	231·17	87,22,466	8,25,934	3,13,116	3·59	3,56,596	15,834	— 59,314	74	62·09
1896	231·17	89,63,620	8,27,599	3,02,071	3·37	3,48,885	13,415	— 60,229	75	63·50
1897	231·17	93,02,715	8,27,371	3,35,776	3·61	3,61,550	11,570	— 37,344	75	59·42
1898	231·17	94,90,476	10,34,088	5,00,200	5·27	3,64,852	68,058	+ 67,290	94	51·63
1899	231·17	94,97,485	12,72,160	6,33,355	6·67	3,65,537	1,25,640	+ 1,42,178	114	50·21
1900	231·17	99,21,432	12,53,801	6,51,957	6·57	3,73,097	1,34,915	+ 1,43,945	107	48·00
1901	231·17	1,01,83,243	13,72,520	7,58,124	7·44	3,91,796	75,769	+ 2,90,559	123	44·76
1902	231·17	1,12,96,019	14,53,329	7,69,568	6·81	4,23,528	67,704	+ 2,78,336	132	47·05
1903	237·04	1,15,01,911	14,03,266	7,48,689	6·51	4,53,825	53,222	+ 2,41,642	126	46·65
1904	237·04	1,17,14,505	14,96,120	7,97,671	6·81	4,48,328	61,426	+ 2,87,917	133	46·68
1905	237·04	1,17,99,857	15,47,488	8,20,992	6·96	4,50,448	65,048	+ 3,05,496	138	46·95
1906	237·04	1,20,09,658	16,55,250	8,36,782	6·97	4,57,588	65,252	+ 3,13,942	148	49·46
1907	237·04	1,24,59,395	16,97,182	9,07,863	7·29	4,18,611	73,229	+ 4,16,023	150	46·51
1908	237·04	1,27,50,545	16,15,542	7,80,747	6·12	4,50,365	48,511	+ 2,81,871	131	51·67
1909	237·04	1,43,82,316	17,17,491	7,84,749	5·46	4,11,131	44,700	+ 3,28,918	139	54·31
1910	237·04	1,60,60,757	18,25,185	10,15,746	6·32	4,75,558	80,364	+ 4,59,824	148	44·35
1911	257·57	1,72,02,079	19,40,488	10,44,604	6·07	5,07,263	74,720	+ 4,62,621	152	46·17
1912	296·32	1,83,53,912	22,67,846	13,67,582	7·45	5,66,069	1,21,033	+ 6,80,430	157	39·70
1st qr. of 1913	296·32	1,87,59,973	6,65,878	4,06,008	2·16	1,65,812	32,297	+ 2,07,899	42	39·03
1913-14	298·02	1,91,90,007	22,50,319	12,45,837	6·49	6,84,031	74,936	+ 4,86,870	148	44·64
1914-15	312·51	2,02,30,297	19,40,856	8,79,923	4·35	7,07,593	19,655	+ 1,52,675	119	54·66
1915-16	312·51	2,00,77,006	20,17,355	10,15,877	5·05	7,39,732	34,141	+ 2,41,504	124	49·67

26 (*c*) Powayan Light railway (2′ 6″ gauge)—

The line was constructed originally by the Powayan Steam Tramway Company and the maintenance and working were taken over by the Rohilkund and Kumaon Railway Company from 17th December 1900.

Date of registration of the Company.—22nd April 1887.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Shahjahanpur to Powayan	17-6-90	17·00	
Powayan to Khotar	19-5-91	14·00	
Khotar to Mailani	22-12-94	8·50	
TOTAL	...	...	39·50

Details of construction—

Permanent-way.—The permanent-way consists of flat-footed steel rails, weighing 24-lb. to the yard, laid on sâl sleepers.

Ballast.—The line is ballasted with earth.

Fencing.—The line is unfenced except at Shahjahanpur station.

Curves.—There are no curves with a radius of less than 300 feet.

Gradients.—The line is not graded.

Local Government orders and contracts—

Powayan Steam Tramway Company Order, 1889, published under Notification by the Government of the North-Western Provinces and Oudh (now United Provinces of Agra and Oudh), No. 1808 W.R., dated the 18th December 1889, authorising the construction of a steam tramway from Shahjahanpur railway station on the Oudh and Rohilkhand railway to Khotar.

"Further Order" of the Powayan Steam Tramway Company, 1894, published under Notification by the Government of the North-Western Provinces and Oudh (now United Provinces of Agra and Oudh, No. 148—17-W. R., dated the 23rd April 1894, authorising the construction of an extension) of the Powayan Steam tramway from Khotar to Mailani railway station on the Lucknow-Bareilly railway.

Contract, dated the 1st July 1901 (called the Tramway Company's contract), *between the Secretary of State and the Powayan Steam Tramway Company,* as to handing over to the Secretary of State, or to the Working Agency appointed by him, the Tramway for maintenance, management and working.

APPENDIX 1—*concld.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 26}}{\text{Sub-heads (a) to (c)}}$ **ROHILKUND AND KUMAON RAILWAY SYSTEM—*concld.***

26 (*c*) Powayan Light railway (2′ 6″ gauge)—*concld.*

Local Government orders and contracts—*concld.*

Contract, dated the 6th November 1902 (supplemental to the contracts of 1882, 1890, 1892 and 1901, noted under 24 (*a*), Rohilkund and Kumaon railway), *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, as to the maintenance, management and working of the Powayan Steam Tramway.

Contract, dated the 13th July 1906, *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, as to the provision of moneys for capital expenditure, and acquisition by the Railway Company of interest in the Powayan Steam Tramway Company.

Contract, dated the 16th January 1912 (supplemental, or to be read as an annexure, to the contract of 1901), *between the Secretary of State and the Powayan Steam Tramway Company*, as to certain alterations and modifications in the provisions of clauses 2 and 18 of the contract of 1901 in regard to its determination.

Contract, dated the 17th May 1914 (supplemental, or to be read as an annexure to the contracts of 1901, 1902 and 1912), *between the Secretary of State of the first part, the Powayan Steam Tramway Company of the second part and the Rohilkund and Kumaon Railway Company of the third part*, modifying the terms of the working agency agreement of 1st July 1901 as to half-yearly dates for making up the accounts.

Main provisions of Local Government orders and contracts—

(i) *Land.*—Provided at the cost of the Company, other than the portion of the provincial road which the Company is authorised to use.

(ii) *Government aid.*—The line, subject to interests acquired therein by the Rohilkund and Kumaon Railway Company, is the property of the Powayan Steam Tramway Company, and is managed, maintained and worked by the Rohilkund and Kumaon Railway Company on behalf of the Government.

(iii) *Terms of working.*—The working agency retains 70 per cent of the gross earnings of the tramway, until the line is fully equipped, and thereafter the same percentage as that at which the Rohilkund and Kumaon Railway Company's "open system" is worked, subject to a minimum of 60 per cent.

[NOTE.—The percentage so retained by the working agency is in full satisfaction of the cost of petty works rolling-stock, plant and machinery costing not more than Rs. 200, subject to the limit of Rs. 20 per mile per half-year. The cost of petty works, rolling-stock, plant and machinery exceeding these limits is to be borne by the Capital Account of the Tramway Company.]

(iv) *Distribution of profits.*—After payment of working expenses as above noted and contributions to the Working Agency's Provident Fund, the balance of the gross earnings, if any, are paid over to the Tramway Company.

(v) *Rates and fares.*—To be those from time to time applicable to the Lucknow-Bareilly railway.

(vi) *Special obligations as to the conveyance of*—

(*a*) Mails, police, troops, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } Not specified.

(vii) *Power of the Government to determine contract.*—Government may terminate the contract on the 31st December 1932, or on the 31st December in any subsequent year but not earlier, on 12 months' notice given. Government may also terminate the contract at any time, on 6 months' notice, if the Company fails to observe its obligations.

Government also have the option, on giving 12 months' notice to the Tramway Company, after the Shahjahanpur-Khotar section has been open for public traffic for 15 years and the Khotar-Mailani section for 10 years, and thereafter at terms of 7 years each, to take over the tramway on paying the Tramway Company the value of the property as a dividend-earning investment at the date of giving such notice, with an additional bonus of 20 per cent over and above such value.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract* [*if not determined under* (vii)].—Up to the 31st December 1932.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense to end of each year, *i.e.*, outlay on (i) lines open, and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1901	39·50	8,41,038	66,862	20,059	2·39	33	70·00
1902	39·50	8,93,456	75,675	22,521	2·52	37	70·24
1903	39·50	8,94,619	71,815	28,482	3·18	35	60·34
1904	39·50	8,94,751	78,015	30,937	3·46	38	60·34
1905	39·50	8,94,751	92,614	36,707	4·10	45	60·37
1906	39·50	8,94,751	99,566	39,491	4·41	48	60·34
1907	39·50	8,94,751	87,302	34,626	3·87	42	60·34
1908	39·50	8,94,801	81,450	32,292	3·60	40	60·35
1909	39·50	8,94,801	91,687	36,352	4·06	45	60·35
1910	39·50	8,94,801	95,236	37,799	4·22	46	60·31
1911	39·50	8,94,801	1,02,692	40,737	4·51	50	60·33
1912	39·50	8,94,801	1,01,188	40,213	4·49	49	60·26
1st qr. of 1913	39·50	8,94,801	20,797	8,262	0·92	44	60·27
1913-14	39·50	8,94,801	97,968	38,875	4·34	48	60·32
1914-15	39·50	8,94,801	82,860	33,144	3 70	40	60·00
1915-16	39·50	8,94,801	96,562	38,625	4·28	47	60·00

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 27}}{\text{Sub-head (}x\text{)}}$ **UDAIPUR-CHITORGARH RAILWAY** (3′ 3⅜″ gauge)—

The line was constructed at the expense of the Mewar Durbar, and was ..... by the Bombay, Baroda and Central India Railway Company up to the 31st December 1897. With effect from 1st January 1898 the maintenance and working of the line were taken over by the Durbar.

Running powers—

Home line over Foreign line :—

	Miles.
Bombay, Baroda and Central India railway, 3′ 3⅜″ gauge, Berach Signal station to Chitorgarh .	1·42

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Berach near Chitorgarh to Debari near Udaipur	1-8-95	60·39	
Separate station at Chitorgarh	15-8-98	0·47	
Debari to Udaipur	25-8-99	6·44	
TOTAL .	...	...	67·30

Details of construction—

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails laid on deodar sleepers.

Ballast.—The ballast consists of broken stone.

Fencing.—The line is fenced round stations only.

Curves.—On the Berach-Debari section the sharpest curve is of 1,146 feet radius ; and on the extension from Debari to the Ahr river near Udaipur, at the 61st mile, the sharpest curve has a radius of 820 feet.

Gradients.—The ruling gradient is 1 in 120, except on the section Debari to Udaipur where it is 1 in 100.

Contracts—

Nil.—The line is owned and worked by the Mewar Durbar.

Statistics of working (Those for the periods prior to 1906 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1906	67·30	20,75,567	2,47,813	1,35,467	6·52	69	45·33
1907	67·30	20,75,702	2,50,515	1,36,695	6·58	70	45·43
1908	67·30	20,77,554	2,38,916	1,18,044	5·68	68	50·59
1909	67·30	20,96,383	2,48,050	1,24,855	5·95	69	48·62
1910	67·30	20,97,410	2,52,090	1,33,470	6·36	72	47·05
1911	67·30	21,15,951	2,84,208	1,53,802	7·24	81	46·07
1912	67·30	21,95,945	3,05,495	1,57,311	7·16	87	48·50
1st qr. of 1913 . .	67·30	22,06,086	91,789	54,629	2·47	104	40·48
1913-14 . . .	67·30	22,34,126	3,19,133	1,65,344	7·40	91	48·18
1914-15 . . .	67·30	22,40,204	2,65,532	1,07,157	4·78	76	59·64
1915-16 . . .	67·30	22,59,354	3,24,163	1,53,016	6·77	93	52·79

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 28}{\text{Sub-head } (a)}$**. AHMADPUR-KATWA RAILWAY** (2′ 6″ gauge)—

Date of registration of the Company—3rd November 1915.

Sanction to the construction of this line by the Ahmadpur-Katwa Railway Company was conveyed in Railway Board's Notification No. 314, dated the 16th November 1914.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Ahmadpur to Katwa (sanctioned on 16th November 1914)	...	32·19	32·19

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 29}}{\text{Sub-head (a)}}$. AMBAJI-TARANGA LIGHT RAILWAY (2′ 6″ gauge)—

Date of registration of the Company.—1st September 1905.

The construction of this line by the agency of the Ambaji-Taranga Light Railway Company was authorised by the Railway Board in their letter No. 1693-R. C., dated the 8th July 1911.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Varetha Junction to Baroda Frontier (sanctioned on 8th July 1911)	...	1·50	
Baroda Frontier to Samaia	...	18·00	
TOTAL	...	...	19·50

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 30. Sub-head (a). **ARRAH-SASARAM LIGHT RAILWAY** (2′ 6″ gauge)—

Date of registration of the Company.—19th October 1909.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.	Remarks.
1	2	3	4	5
Arrah to Sasaram	6-3-11	60·50		
Sasaram to Tarachandi Hill	12-11-14	*4·66		*For goods traffic only.
TOTAL .	...	...	65·16	

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails on sâl sleepers.

Ballast.—The line is ballasted with broken stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 573 feet radius, between Arrah and Sasaram and 283 feet, between Sasaram and Tarachandi Hill.

Gradients.—The ruling gradient is 1 in 250, between Arrah and Sasaram and 1 in 100 between Sasaram and Tarachandi Hill.

Local Government orders and agreements—

The Arrah-Sasaram Tramway Company order published under the Bengal Government, Railway Department, Notification No. 39 R., dated the 12th October 1909, authorising the construction of a line from Arrah to Sasaram in the district of Shahabad.

Agreement, dated the 15th October 1909, *between the District Board of Shahabad and Messrs. Martin and Company of Calcutta (called "the Promoters") by and on behalf of the Arrah-Sasaram Light Railway Company*, as to the grant of a concession to the Company of the right to construct and work the line.

Agreement, dated the 30th October 1912 (supplemental to the agreement of 15th October 1909), *between the District Board of Shahabad and the Arrah-Sasaram Light Railway Company*; } as to the construction, maintenance and working of the extension from Sasaram to Tarachandi Hill as a part of the Arrah-Sasaram Light railway.

The Arrah-Sasaram Tarachandi Hill extension order published under the Bihar and Orissa Government, Railway Department, Notification No. 4760 R., dated the 8th September 1913; }

Main provisions of Local Government orders and agreements—

(i) *Land.*—Provided at the cost of the Company, except one side of the district road the free use of which is authorised.

(ii) *Aid by the Local authority.*—The District Board of Shahabad recommend and apply to the Local Government to exempt the Company from the tax on account of road cess, or to exact only a nominal tax, for a period of 21 years from the date when the line is opened for traffic, with power of renewal. The Board also guarantee to supplement the net earnings of the Company by such annual subsidy as may be necessary to allow of it paying a dividend of 4 per cent per annum on their share capital, provided that the total liability of the Board on this account in any one year shall not exceed Rs. 88,000 or the sum of 4 per cent on the Company's share capital whichever is less.

(iii) *Distribution of profits.*—Surplus profits in excess of 4 per cent on the capital for the time being of the Company are divisible equally between the District Board of Shahabad and the Company.

(iv) *Rates and fares.*—Certain maximum rates of fares for passengers and the adoption of the General Classification of goods with separate maximum and minimum rates for goods of the different classes have been prescribed. Full control over charges of all kinds is reserved to the Local Government.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 30}}{\text{Sub-head (a)}}$ **ARRAH-SASARAM LIGHT RAILWAY** (2′ 6″ gauge)—*concld.*

Main provisions of Local Government orders and agreements—*concld.*

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, postal officers and servants on duty.—To be conveyed at the rates and on the conditions in force from time to time on State railways.

(*b*) Troops, police, high Government officials and Government stores.— } Nil.

(*c*) Government bullion and coin, and the persons in charge thereof.— }

(vi) *Power of the Local authority to determine agreement.*—Upon the expiration of 21 years from the date of the Local Government order authorising the construction of the line, and at the end of every 7 years thereafter, the District Board have, by giving six months' previous notice, the right of purchasing the line by paying to the Company 25 times the yearly average net earnings of the 3 years preceding the purchase, subject to a maximum of 120 and a minimum of 100 per cent of the capital cost.

(vii) *Power of the Company to surrender agreement.*—Nil.

(viii) *Term of agreement* [*if not determined under* (vi)].—Not specified.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from the District Board.	Total income [column 5 + column 7].	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1911 .	60·50	20,75,772	1,33,386	44,286	2·13	15,581	59,867	2·88	45	66·79
1912 .	60·50	21,98,127	1,72,469	59,379	2·71	21,805	81,184	3·69	54	65·54
1st qr. of 1913. .	60·50	22,05,708	45,682	16,472	0·74	4,681	21,153	0·95	58	63·94
1913-14 .	60·50	22,31,435	1,94,799	71,403	3·19	17,982	89,385	4·00	61	63·37
1914-15 .	65·26	22,74,782	2,12,951	88,320	3·88	253	88,573	3·89	65	58·50
1915-16 .	65·16	22,88,079	1,96,059	79,328	3·46	13,256	92,584	4·04	58	59·01

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 31}}{\text{Sub-head (a)}}$. BANGALORE-CHIK BALLAPUR LIGHT RAILWAY (2′ 6″ gauge)—

This railway is being financed by an Indian Company floated for the purpose under a guarantee from the Mysore Durbar of 4 per cent per annum on the subscribed capital. Its construction was sanctioned by the Secretary of State for India in his Despatch No. 75 Railway, dated the 10th September 1909.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Yelahanka to Devanhalli	15-9-14	14·70		
Devanhalli to Chik Ballapur	1-8-15	13·95		
TOTAL OPEN MILEAGE	...	...	28·65	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Bangalore to Yelahanka sanctioned on 10th September 1909	...	10·28	10·28	
GRAND TOTAL	...	...	...	38·93

Details of construction—

Permanent-way.—The permanent-way consists of second-hand 41¼ lb. flat-footed steel rails, purchased from the Madras and Southern Mahratta Railway Company, laid on steel sleepers. Teak sleepers have been used in station yards.

Ballast.—The line is for the present packed upon earth ballast.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The steepest gradient is 1 in 100.

Agreement—

The line is being constructed by the Mysore Durbar on behalf of the Company and the open portion is being worked under the terms of an agreement which is under consideration.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1914-15	14·72	7,80,104	Information not available.			...	...
1915-16	28·65	10,18,739	52,503	18,397	1·81	35	64·96

Number $\frac{\text{Main head 3}}{\text{Sub-head (a)}}$. BANKURA-DAMOODAR RIVER RAILWAY (2′ 6″ gauge)—

Date of registration of the Company—30th March 1914.

Sanction to the construction of this line by the Bankura-Damoodar River Railway Company was conveyed in Railway Board's Notification, No. 103, dated the 1st May 1914.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Bankura to Raina (sanctioned on 1st May 1914)	...	60·60	60·60

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 33}{\text{Sub-head } (a)}$. **BARASET-BASIRHAT LIGHT RAILWAY** (2′ 6″ gauge)—

Date of registration of the Company—30th July 1903.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total	Grand total.
1	2	3	4	5
Main line—				
Baraset to Basirhat	1-2-05	26·00		
Basirhat to Chingrighata	2-3-09	8·50		
			34·50	
Shambazar branch—				
Beliaghata Bridge to Pattipooker	16-2-10	16·62		
Pattipooker to Belgatchia (Shambazar)	12-10-14	1·12		
			17·74	
GRAND TOTAL	...	...	...	52·24

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails on pynkado, sâl and Australian jarrah wood sleepers.

Ballast.—The line is ballasted with broken brick.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 400 feet.

Gradients.—The ruling gradient is 1 in 250.

Agreements and Local Government orders—

Agreement, dated the 14th December 1897 (called the principal agreement), *between the District Board of the 24 Parganas and Messrs. Martin and Company on behalf of the Baraset-Basirhat Tramway Company, Limited,* as to the grant of a concession to the Tramway Company by the District Board;

Agreement, dated the 14th May 1902 (supplemental to the agreement of 1897), *between the District Board of the 24 Parganas and Messrs. Martin and Company on behalf of the Baraset-Basirhat Tramway Company, Limited,* modifying clause 4 of the agreement of 1897;

The Baraset-Basirhat Tramway Company order, published under the *Bengal Government, Railway Department, Notification No. 86 R., dated the 15th May 1903*;

} as to the construction, maintenance and working of the line from Baraset to Basirhat.

Agreement, dated the 3rd August 1903, *between the District Board of the 24 Parganas, Messrs. Martin and Company and the Baraset-Basirhat Light Railway Company, Limited,* as to the adoption as between the Board and the new Railway Company of the agreement of 1897 as modified by the agreement of 1902, and as to the discharge of the Promoters from all liability thereunder or in respect thereof.

Agreement, dated the 6th November 1907 (supplemental to the agreements of 1897, 1902 and 1903), *between the District Board of the 24 Parganas and the Baraset-Basirhat Light Railway Company, Limited*;

The Baraset-Basirhat-Taki Extension order, published under the *Bengal Government, Railway Department, Notification No. 22 R., dated the 23rd November 1907*;

} as to the construction, maintenance and working of the extension from Basirhat to Taki and Hosanabad as a part of the Baraset-Basirhat Light railway.

Agreement, dated the 21st December 1908 (supplemental to the agreements of 1897, 1902, 1903 and 1907), *between the District Board of the 24 Parganas and the Baraset-Basirhat Light Railway Company, Limited*;

The Baraset-Basirhat-Pattipooker Extension order, published under the *Bengal Government, Railway Department, Notification No. 9 R., dated the 19th February 1909*;

} as to the construction, maintenance and working of an extension from Beliaghata bridge to Pattipooker, as part of the Baraset-Basirhat Light railway.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 33.}}{\text{Sub-head (a)}}$ **BARASET-BASIRHAT LIGHT RAILWAY** (2′ 6″ gauge)—*concld.*

Agreements and Local Government orders—*concld.*

Agreement, dated the 7th August 1914 (supplemental to the aforesaid agreements) between the District Board of the 24 Parganas and the Baraset-Basirhat Light Railway Company, Limited;
The Baraset-Basirhat-Belgatchia extension order, published under the Bengal Government Railway Department, Notification No. 12 R., dated the 15th August 1914.

} as to the construction, maintenance and working of an extension from Pattipooker to Belgatchia as part of the Baraset-Basirhat Light Railway.

Main provisions of agreements and Local Government orders—

(i) *Land.*—Land, other than portions of the Calcutta-Jessore Road and the District Road between Baraset and Taki, the free use of which in perpetuity is authorised by the Local Government and the District Board, respectively, provided at the cost of Company's capital.

(ii) *Aid by the District Board.*—The District Board recommend and apply to the Local Government either to exempt the Company from the road cess or to exact only a nominal tax for a period of 21 years from the date when the line is opened for traffic, with power of renewal. The District Board also guarantee such an annual subsidy as may be necessary to make the net profits of the Company equal to Rs. 1,500 per mile of line open, provided that the total contribution by the Board does not exceed Rs. 38,000 per annum, being 4 per cent on the amount of the Company's share capital.

(iii) *Distribution of profits.*—Surplus profits in excess of 4 per cent on the Company's share capital are divisible equally between the District Board and the Company.

(iv) *Rates and fares.*—Certain maxima fares for passengers, and a tariff of charges for goods have been fixed. Full control over charges of all kinds is reserved to the Local Government.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails and postal officers and servants on duty.—At the rates and on the conditions in force from time to time on State railways.

(*b*) Troops, police, high Government officials and Government stores.—
(*c*) Government bullion and coin, and the persons in charge thereof.— } Nil.

(vi) *Power of the District Board to determine agreement.*—Upon the expiration of 21 years from the date of the Local Government order authorising the construction of the line, or at intervals of 7 years thereafter, the District Board, by giving 6 months' notice, can purchase the undertaking by paying to the Company 20 times the average net annual profits of the 4 years preceding the transaction, together with a bonus of 20 per cent thereon.

(vii) *Power of the Company to surrender agreement.*—Nil.

(viii) *Term of agreement* [*if not determined under* (vi)].—Not specified.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from, (+), or share of surplus profits to, (−), the District Board.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1905 .	26·06	9,07,781	1,11,201	55,682	6·13	—5,394	50,288	5·54	90	49·92
1906 .	26·06	9,52,953	1,50,731	79,536	8·35	—12,669	66,867	7·02	111	47·23
1907 .	26·06	10,06,570	1,72,574	85,830	8·53	—16,096	69,734	6·93	127	50·26
1908 .	26·06	10,52,939	1,49,043	58,588	5·56	—5,944	52,644	5·00	110	60·69
1909 .	34·50	14,20,827	1,73,715	69,303	4·88	—6,478	62,825	4·42	97	60·45
1910 .	51·12	21,80,982	2,35,676	73,310	3·36	—674	72,636	3·33	88	68·89
1911 .	51·12	22,12,771	2,78,247	1,12,198	5·07	—6,356	1,05,842	4·78	105	59·67
1912 .	51·12	22,42,897	3,38,314	1,62,421	7·24	—23,668	1,38,753	6·18	127	51·99
1st qr. of 1913.	51·12	22,46,018	90,886	38,007	1·69	—4,489	33,518	1·49	136	58·18
1913-14 .	51·12	23,08,116	3,28,574	1,36,598	5·91	—16,052	1,20,546	5·22	124	58·42
1914-15 .	52·24	23,99,927	3,48,960	1,33,617	5·56	—10,348	1,23,269	5·14	128	61·71
1915-16 .	52·24	23,80,575	3,74,450	1,52,380	6·40	—16,011	1,36,369	5·73	138	59·31

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 34 / Sub-head (a). **BARSI LIGHT RAILWAY** (2′ 6″ gauge)—

Chairman.—G. A. Anderson, Esq.
Secretaries.—W. A. Browne & Co.
Offices.—Winchester House, Old Broad Street, London, E.C.
Date of registration of the Company.—11th July 1895.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Kurduvadi to Barsi Town	1-3-97	21·59	21·59	
Extensions in British territory—				
Barsi Town to Kuslamb	15-6-05	6·34		
Kuslamb to Tadwale	1-5-06	20·36	26·70	
Kurduvadi to 1·78 miles from Pandharpur Town	2-12-06	30·56		
1·78 miles from Pandharpur Town to Pandharpur Town	16-7-15	1·78	32·34	
Tadwale to Hyderabad Frontier	1-5-11	1·00	1·00	
Extension in Nizam's territory—				
Hyderabad Frontier to Latur	1-5-11	35 87	35·87	
GRAND TOTAL	...	...	...	117·50

Details of construction—

Permanent-way.—The permanent-way consists of 35-lb. flat-footed steel rails on steel sleepers.
Ballast.—The line is ballasted with stone and moorum.
Fencing.—The line is unfenced, except at station yards and for a short distance on either side of level crossings and at a few bridges.
Curves.—The sharpest curve is of 425 feet radius.
Gradients.—The ruling gradient is 1 in 100. There are, however, two steeper gradients on the original line (from Barsi Road Junction to Barsi Town) one of 1 in 89 and one of 1 in 90; and two on the Tadwale Extension—one of 1 in 50 and the other of 1 in 70.

Contracts and agreements—

Contract, dated the 1st August 1895, *between the Secretary of State and the Barsi Light Railway Company*, as to the construction, maintenance and working of the line from Barsi Road Junction to Barsi Town (called "the Barsi Town railway").

Contract, dated the 26th August 1902, *between the Secretary of State and the Barsi Light Railway Company*, as to the construction, maintenance and working of "the Pandharpur extension" and "the Tadwale extension," as modified by letter *from the India Office to the London Board of the Barsi Light Railway Company*, No. P.W. 1020, dated the 22nd June 1904, extending to 1944 the term at the end of which the option of purchase of the Company's undertaking may be exercised by the Government under clause 59 of the contract.

Contract, dated the 28th May 1903 (supplemental to those of 1895 and 1902), *between the Secretary of State and the Barsi Light Railway Company*, as to the adoption of 1*s.* 4*d.* as the "prescribed" rate of exchange.

Contract, dated the 4th December 1905 (supplemental to that of 1902), *between the Secretary of State and the Barsi Light Railway Company*, as to the construction, maintenance and working of the Pandharpur and Tadwale Extensions, and for the issue of Debenture Stock.

Contract, dated the 31st March 1909 (supplemental to the contracts of 1902, 1903 and 1905), *between the Secretary of State and the Barsi Light Railway Company*, as to the construction, maintenance and working, and the inclusion in "the Tadwale Extension," of the railway from Tadwale to the frontier of the Hyderabad State (called "the Hyderabad Frontier Extension"), near Latur in that State.

Agreement, dated the 21st April 1909, *between the Government of His Highness the Nizam of Hyderabad and the Barsi Light Railway Company*, as to the construction, maintenance and working of a railway from the frontier of the Hyderabad State to Latur in that State, known as the Latur extension.

Agreement, dated the 4th May 1909, *between His Highness the Nizam's Guaranteed State Railways Company and the Barsi Light Railway Company*, as to the former waiving, in favour of the latter, its preferential right to construct and work the railway from the frontier of the Hyderabad State to Latur in that State, known as the Latur extension.

Contract, dated the 7th October 1913 (supplemental to the contracts of 1902, 1903, 1905 and 1909) *between the Secretary of State and the Barsi Light Railway Company*, as to the extension of the Company's existing line from Barsi town to Pandharpur station on the north bank of the Bhima river to the town of Pandharpur.

Contract, dated the 24th February 1914 (supplemental to the contracts of 1895, 1902, 1903, 1905, 1909 and 1913) *between the Secretary of State and the Barsi Light Railway Company*, as to the adoption of the Government Financial year for the purposes of accounts.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 34}}{\text{Sub-head (a)}}$. **BARSI LIGHT RAILWAY** (2′ 6″ gauge)—*concld.*

Main provisions of contracts and agreements—

(i) *Land.*—In the case of the original Barsi railway the Company are allowed the use of part of the road between Barsi Town and Barsi Road Junction station, any land required outside the road being acquired, at the expense of the Company. For the extensions, land in British territory has been provided by the British Government; that in the Hyderabad State by the Government of His Highness the Nizam, free of cost to the Company.

(ii) *Government aid.*—Nil.

(iii) *Distribution of profits.*—The whole to go to the Company.

(iv) *Rates and fares.*—Certain maxima have been fixed, within which the Company are permitted to vary their rates. On the Extensions the goods classification in force on the Great Indian Peninsula railway is to be adopted. In addition to the above, the Company shall be entitled to charge a pontage on passenger and goods traffic crossing the Bhima river subject to certain conditions.

(v) *Special obligations as to the conveyance of—*

(*a*) Mails, troops, police, high Government officials and Government stores.— } To be conveyed upon the whole of the Companys'

(*b*) Government bullion and coin, and the persons in charge thereof.— } system at the same rates and fares, and on the same general conditions, as may be in force on State railways. On the Latur extension bullion and coin belonging to His Highness the Nizam's Government or the Government of India, and the persons in charge thereof are carried at special rates.

(vi) *Power of the Government to determine contract.*—The Government may determine the contract on the 1st January 1944, or at the expiration of any subsequent period of 10 years, by giving 12 months' notice. If the contract is so determined, the Government to pay the Company in England in sterling a sum such as, when added to any unspent capital, shall amount to the total paid up capital expended with the authority of the Government. His Highness the Nizam's Guaranteed State Railways Company have the option of purchasing the length of the line (excluding rolling-stock, workshop machinery and stores) from the frontier of the Hyderabad State to Latur in that State, subject in all respects to the rights of the Nizam's Government under the agreement between His Highness' Government and the Barsi Light Railway Company and also under the several contracts between His Highness' Government and the Nizam's Guaranteed State Railways Company, after the expiration of 20 years from the date of its opening throughout for traffic, on giving 12 months' notice, at a price which shall be 5 per cent in excess of the actual capital expenditure. In the event of His Highness the Nizam's Guaranteed State Railways Company not exercising this right, His Highness the Nizam's Government have the right, on giving 12 months' notice, to purchase the same line at any time after the expiration of twenty years from the date of its opening, at a price which shall be 5 per cent in excess of the actual capital expenditure.

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract* [*if not determined under* (vi)].—Not specified.

Statistics of working (Those for the periods prior to 1905 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1905 .	27·93	27,88,002	2,19,478	1,39,618	5·01	168	36·39
1906 .	78·50	41,11,334	2,19,284	1,09,862	2·67	96	49·90
1907 .	78·50	47,47,986	5,43,330	2,24,080	4·72	133	58·76
1908 .	78·50	48,29,287	4,31,002	1,72,063	3·36	105	60·08
1909 .	78·50	57,13,286	6,44,775	3,89,578	6·82	158	39·58
1910 .	78·50	61,33,032	6,97,520	3,89,427	6·52	174	44·18
1911 .	115·84	68,96,322	7,44,733	3,98,877	5·79	124	46·44
1912 .	115·84	70,14,477	10,31,325	5,66,671	8·09	171	45·05
1st qr. of 1913 .	115·84	70,09,214	3,09,586	1,86,976	2·65	206	39·60
1913-14 .	115·84	71,46,903	13,18,673	8,46,882	11·94	219	35·78
1914-15 .	115·14	79,83,731	11,17,797	6,28,070	7·87	186	43·81
1915-16 .	117·50	85,69,232	10,66,669	5,96,646	6·95	175	44·06

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 35}{\text{Sub-heads } (a) \text{ and } (b)}$. **BENGAL PROVINCIAL RAILWAY SYSTEM** (2′ 6″ gauge)—

Lines comprised in the system—

The Bengal Provincial railway system is made up of—

	Open lines.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Bengal Provincial railway (2′ 6″ gauge) . .	33·27	...	33·27
(*b*) Dasghara-Jamalpurgunj railway (2′ 6″ gauge) . .	...	8·30	8·30
Total . .	33·27	8·30	41·57

35 (*a*) Bengal Provincial railway (2′ 6″ gauge)—

Date of registration of the Company.—1890.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Tarkessur to Rudrani	7-11-94	12·50	
Rudrani to Magra	8-3-95	18·62	
Magra to Tribeni	14-4-04	2·15	
TOTAL .	...	...	33·27

Details of construction—

Permanent-way.—The permanent-way of the main line consists of 30-lb. flat-footed steel rails laid for 10 miles on steel transverse sleepers and for the remainder on pynkado sleepers. The Tribeni extension is laid on sâl sleepers.

Ballast.—Sand and broken brick.

Fencing.—The line is partially fenced.

Curves.—The sharpest curve is of 716·25 feet radius.

Gradients.—The ruling gradient on the main line is 1 in 1,000; there are short gradients of 1 in 500 to 1 in 700 at bridge approaches; from the bridge under the East Indian railway to Magragunj station, the line is on a gradient of 1 in 350. The ruling gradient on the Tribeni extension is 1 in 500.

Agreements and Local Government order—

Agreement, dated the 16th October 1890, *between the District Board of Hooghly and the Promoters of the Bengal Provincial Railway Company*, scheduled to the order quoted below;

The Bengal Provincial Railway Company order, published under the Bengal Government, Railway Department, Notification No. 1, dated, the 4th January 1896;

} as to the construction, maintenance and working of the line from Tarkessur to Magra.

Agreement, dated the 12th March 1904, *between the Secretary of State and the Bengal Provincial Railway Company*, as to the construction, maintenance and working of the extension from Magra station to Tribeni bathing ghat on the Hooghly river.

Main provisions of agreements and Local Government order—

(i) *Land.*—
(ii) *Government aid.*— } Land required for the purposes of the main line, from Tarkessur to Magra, acquired by the Government of Bengal at the cost of the Company; and that for the extension from Magra station to Tribeni Ghât on the Hooghly river provided by Government free from rent or other charges.

(iii) *Distribution of profits.*—The profits go to the Company.

(iv) *Rates and fares.*—Certain maximum fares for passengers and maximum and minimum rates for goods traffic, combined with the General Classification of goods of the Indian Railway Conference Association, which are usual on Indian 5′ 6″ gauge railways, have been fixed. Full control over charges of all kinds is reserved to the Local Government.

(v) *Special obligations as to the conveyance of—*

(*a*) Mails, Postal officers and servants on duty.—To be conveyed at the rates and on the conditions in force from time to time on State railways.

(*b*) Troops, police, high Government officials and Government stores.—
(*c*) Government bullion and coin, and the persons in charge thereof.— } *Nil.*

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 35}}{\text{Sub-heads (a) and (b)}}$. **BENGAL PROVINCIAL RAILWAY SYSTEM** (2′ 6″ gauge)—*concld.*

35 (*a*) Bengal Provincial railway (2′ 6″ gauge)—*concld.*

Main provisions of agreements and Local Government order—*concld.*

(vi) *Power of the Local Authority to determine agreement.*—In the event of the District Board of Hooghly wishing to purchase the railway at the end of 21 years after the date of the Government order sanctioning the construction of the railway, *viz.*, on the 4th January 1917, the promoters bind themselves to make it over at a price two-fifths in excess of the original capital outlay.

(vii) *Power of the Company to surrender agreement.*—Nil.

(viii) *Term of agreement* [*if not determined under* (vi)].—None specified.

Statistics of working (Those for the periods prior to 1906 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1906	33·27	10,73,037	1,00,072	32,762	3·05	58	67·26
1907	33·27	10,92,156	1,10,238	34,500	3·16	64	68·70
1908	33·27	10,93,192	1,13,074	30,482	2·79	65	73·04
1909	33·27	11,06,707	1,24,182	37,915	3·43	72	69·46
1910	33·27	11,32,454	1,24,373	43,085	3·80	72	65·36
1911	33·27	11,32,071	1,26,287	42,866	3·79	73	66·05
1912	33·27	11,45,721	1,30,562	48,715	4·42	75	62·69
1st qr. of 1913	33·27	11,53,264	34,171	11,585	1·00	79	66·10
1913-14	33·27	11,55,833	1,34,391	46,813	4·05	78	65·15
1914-15	33·27	11,77,092	1,42,956	47,446	4·03	82	66·81
1915-16	33·27	11,85,224	1,40,725	44,784	3·78	81	68·18

35 (*b*) Dasghara-Jamalpurgunj railway (2′ 6″ gauge)—

Sanction to the construction of this line by the Bengal Provincial Railway Company was conveyed in Railway Board's Notification No. 38, dated the 17th February 1915.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Dasghara to Jamalpurgunj (sanctioned on 17th February 1915)	...	8·30	8·30

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 36}}{\text{Sub-head (a)}}$ · BUKHTIARPUR-BIHAR LIGHT RAILWAY (2′ 6″ gauge)—

Date of registration of the Company.—19th July 1901.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Bukhtiarpur on the East Indian railway to Bihar	1-7-03	18·50	
Bihar to Silao	17-7-09	9·50	
Silao to Rajgir	1-11-11	5·00	
TOTAL	...	...	33·00

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails laid on pynkado and sâl sleepers, except for 5 miles, between Silas and Rajgir, which are laid with 25 lb. flat-footed rails on sâl sleepers.

Ballast.—The ballast consists of broken stone, except in the first few miles where a portion of the packing has been done with broken brick.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 260 feet.

Gradients.—The grades are easy, except at bridge approaches and up through the villages of Chero and Rajgir where the grade is 1 in 100.

Agreements and Local Government orders—

Agreement, dated the 21st August 1899, *between the District Board of Patna and Messrs. Martin and Company of Calcutta, the Promoters, on behalf of the Bukhtiarpur-Bihar Light Railway Company*;	as to the construction, maintenance and working of the Bukhtiarpur-Bihar Light railway.
The Bukhtiarpur-Bihar Tramway Company order published under the *Bengal Government, Railway Department, Notification No. 100 R., dated the 25th June 1901*;	
Agreement, dated the 16th August 1901, *between Messrs. Martin and Company of Calcutta and the Bukhtiarpur-Bihar Light Railway Company*;	
Agreement, dated the 17th February 1904, *between the District Board of Patna and the Bukhtiarpur-Bihar Light Railway Company*, as to the use of land for a siding at Bihar.	
Agreement, dated the 2nd June 1908 (supplemental to the agreements of 1899 and 1901), *between the District Board of Patna and the Bukhtiarpur-Bihar Light Railway Company*;	as to the construction, maintenance and working of the extension of the Bukhtiarpur-Bihar Light railway from Bihar to Silao.
The Bukhtiarpur-Bihar Extension order published under the *Bengal Government, Railway Department, Notification No. 11 R., dated the 15th June 1908*;	
The Bukhtiarpur-Bihar-Rajgir extension order published under the *Bengal Government, Railway Department, Notification No. 20 R., dated the 14th November 1911*;	as to the construction, maintenance and working of the extension of the Bukhtiarpur-Bihar Light railway from Silao to Rajgir.
Agreement, dated the 28th November 1911 (supplemental to the agreements of 1899, 1901 and 1908), *between the District Board of Patna and the Bukhtiarpur-Bihar Light Railway Company*;	

Main provisions of agreements and Local Government orders—

(i) *Land.*—The District Board of Patna grant to the Bukhtiarpur-Bihar Light Railway Company in perpetuity, subject to their right of purchasing the line [as in (vi) below], the free use of so much of the side portion of the District Board road between Bukhtiarpur and Rajgir as is necessary, but not exceeding a width of eight feet, for the purpose of the railway; and promote the acquisition of any additional land required outside the boundary of the said road at the cost of the Company.

(ii) *Aid by the Local Authority.*—The District Board of Patna will recommend and apply to the Local Government either to exempt the Bukhtiarpur-Bihar Light Railway Company from the tax on account of road cess or to exact only a nominal tax for a period of twenty-one years from the date when the line is opened for traffic, with power of renewal. The Board also guarantee to supplement the net earnings of the Company by such annual subsidy as may be necessary to allow of the Company paying a dividend of 4 per cent per annum on their share capital, provided that the total liability of the Board on this account in any one year shall not exceed Rs. 32,000 or the sum of 4 per cent on the Companys' share capital.

(iii) *Distribution of profits.*—Any surplus profits in excess of 4 per cent, after setting aside such sums as the Directors may decide, on the capital for the time being of the Railway Company, are to be equally divided between the District Board of Patna and the Company.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 36}}{\text{Sub-head (a)}}$. BUKHTIARPUR-BIHAR LIGHT RAILWAY (2′ 6″ gauge)—*concld.*

Main provisions of agreements and Local Government orders—*concld.*

(iv) *Rates and fares.*—Certain maximum rates of fares for passengers and tariff of charges for goods have been fixed. Full control over charges of all kinds is reserved to the Local Government.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—

(*b*) Government bullion and coin, and the persons in charge thereof.— } Nil.

(vi) *Power of the Local Authority to determine agreement.*—Upon the expiration of 21 years, from the date of the Local Government order authorising the construction of the line, and at the end of every seven years thereafter, the District Board of Patna have, by giving six months' previous notice, the right of purchasing the line by paying to the Company the value calculated at twenty years' purchase of the average net annual profits of the Company during the four years preceding the transaction together with a bonus of 20 per cent thereon.

(vii) *Power of the Company to surrender agreement.*—Nil.

(viii) *Term of agreement.*—None specified.

Statistics of working (Those for the periods prior to 1906 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from, (+), or share of surplus profits to, (—) the District Board.	Total income [column 5 + or — column 7].	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1906 . . .	18·50	8,43,827	1,11,409	48,163	5·71	—5,674	42,489	5·04	116	56·77
1907 . . .	18·50	8,92,221	1,10,888	46,073	5·16	—4,501	41,572	4·66	115	58·45
1908 . . .	18·50	9,00,878	1,10,152	45,122	5·01	—1,915	43,207	4·80	114	59·04
1909 . . .	28·00	11,96,973	1,52,322	58,331	4·87	—5,198	53,133	4·44	128	61·70
1910 . . .	28·00	12,01,403	1,23,986	54,564	4·54	—3,421	51,143	4·25	85	55·99
1911 . . .	33·00	12,38,725	1,34,135	62,381	5·04	—4,827	57,554	4·64	78	53·38
1912 . . .	33·00	12,63,209	2,49,976	1,42,235	11·26	—20,464	1,21,771	9·64	145	43·10
1st qr. of 1913 .	33·00	12,72,539	36,364	7,099	0·56	+4,924	12,023	0·94	85	80·48
1913-14 . . .	33·00	13,11,472	1,58,559	46,537	3·54	+13,879	60,614	4·61	92	70·65
1914-15 . . .	33·00	13,59,590	1,65,932	60,280	4·43	—1,259	59,021	4·34	97	63·67
1915-16 . . .	33·00	13,59,656	2,31,282	1,09,188	8·03	—9,306	99,882	7·35	135	52·78

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this Appendix.]

Number. $\frac{\text{Main head 37}}{\text{Sub-head (a)}}$. **BURDWAN-KATWA RAILWAY** (2′ 6″ gauge)—

Date of registration of the Company—1913.

Construction of this line by the Burdwan-Katwa Railway Company was authorised in Railway Board's telegram No. 3711 R.C., dated the 30th December 1913.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Burdwan to Katwa	1-12-15	32·52	32·52

Details of construction.—

Permanent-way.—The permanent-way consists of 35 lbs. flat-footed rails laid on sâl sleepers.

Ballast.—The line is ballasted with sand, except in station yards and on open top bridge approaches where stone or brick ballast is being used.

Fencing.—The line is not fenced.

Curves.—The sharpest curve in station yards has a radius of 573 feet.

Gradients.—The ruling gradient is 1 in 200.

Contract.—

Main provisions of contract— } The line is being worked under the terms of a contract, between the Secretary of State and the Burdwan-Katwa Railway Company, which is under consideration.

Statistics of working—

Year.	Mileage open at end of the year.	Total capital outlay, including suspense, to end of the year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1915-16	32·52	17,26,605	38,464	18,625	1·08	23	51·57

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 38}{\text{Sub-head } (a)}$. BUTHIDAUNG-MAUNGDAW LIGHT RAILWAY (2' 6" gauge)—

Date of registration of the Company.—29th March 1913.

In the Buthidaung-Maungdaw Tramway Company Order published under the Burma Government, Revenue Department, Notification No. 82, dated the 4th July 1912, sanction was given for the construction, maintenance and working of this line by the Buthidaung-Maungdaw Tramway Company and work of construction was commenced in May 1913.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Buthidaung to Maungdaw (sanctioned on 6th June 1911)	...	18·50	18·50

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 39.}}{\text{Sub-head (a)}}$ **CHAMPANER-SHIVRAJPUR LIGHT RAILWAY** (2′ 6″ gauge)—

Date of registration of the Company.—30th March 1911.

This line was constructed by the Shivrajpur Syndicate, Limited, of Bombay, under the Indian Tramways Act, 1886 (XI of 1886). It was transferred to the Guzerat Railways Company, Limited, with effect from the 1st April 1915 and the Indian Railways Act, 1890 (IX of 1890), applied to it from the 23rd March 1916, when the tramway order under which the line was constructed, was revoked.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Champaner Road Junction to Shivrajpur	24-1-11	17·11		
Shivrajpur to Ghanta	2-4-15	5·94		
			23·05	
Branch—				
Shivrajpur to Shivrajpur mines	24-1-11	1·90	1·90	
TOTAL OPEN MILEAGE	...	...	24·95	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Ghanta to Pani (sanctioned on 24th January 1913)	...	6·13	6·13	
GRAND TOTAL	...	...	...	31·08

Details of construction—

Permanent-way.—The permanent-way consists of 29½-lb. steel rails on wooden sleepers.

Ballast.—The line is ballasted with heavy stone ballast.

Fencing.—The line is unfenced except at station yards.

Curves.—The sharpest curve is of 764 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Agreements—

Dated the 1st April 1915, between the Guzerat Railways Company, Limited, and the Shivrajpur Syndicate Limited, of Bombay, as to the transfer of the Champaner-Shivrajpur Tramway, and its extension to Pani, to the Guzerat Railways Company, Limited, and its inclusion, as from the 1st April 1915, in the Guzerat Railways System.

The agreement between the Secretary of State and the Guzerat Railways Company as to the terms of working, which will be much on the same lines as those for the Godhra-Lunavada Railway, is under preparation.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from + or share of surplus profits to — the Government of India.	Total income.	Percentage of total income on total capital outlay given in column 3.	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1911	20·24	9,02,929	64,061	15,545	1·72	...	15,545	1·72	61	75·74
1912	20·24	9,26,707	87,721	31,705	3·42	...	31,705	3·42	83	63·86
1st qr. of 1913.	20·24	9,27,947	32,759	18,153	1·95	...	18,153	1·95	124	44·59
1913-14	20·24	9,38,663	86,769	25,223	2·68	...	25,223	2·68	82	70·93
1914-15	26·24	14,08,254	64,064	174	0·01	...	174	0·01	61	99·73
1915-16	24·95	15,27,336	74,279	17,242	1·12	+30,433	47,675	3·12	70	76·78

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 40}{\text{Sub-head } (a)}$. **CUTCH STATE RAILWAY** (2′ 6″ gauge)—

This line was sanctioned for construction at the cost of His Highness the Maharaja Rao Sahib of Cutch, under the Government of India, Public Works Department, Notification No. 329, dated the 4th September 1903, and the Railway Board Notification No. 86, dated the 1st June 1905, and is maintained and worked by the Cutch Durbar.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Tuna to Anjar	18-5-05	11·67		
Anjar to Bhuj	1-11-08	25·11		
TOTAL OPEN MILEAGE	...	...	36·78	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Anjar to Bachau (sanctioned on 20th November 1913)	...	23·75	23·75	
GRAND TOTAL	...	...	...	60·53

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails on half-round teak sleepers.

Ballast.—The line is ballasted with stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 359 feet radius.

Gradients.—The ruling gradient is 1 in 200 between Tuna and Anjar and 1 in 100 between Anjar and Bhuj.

Contract—

Nil.—The line is owned and worked by the Cutch Durbar.

Statistics of working—

(Those for 1905 will be found in Appendix 38 to the Report for 1907)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1905	11·67	4,25,731	28,496	20,908	4·91	75	26·63
1906	11·67	7,18,668	40,273	19,919	2·77	66	50·54
1907	11·67	8,17,815	43,221	24,070	2·94	71	44·31
1908	36·78	8,74,980	40,006	18,237	2·07	20	54·41
1909	36·78	9,42,842	84,864	47,851	5·07	44	43·61
1910	36·78	9,42,842	93,639	55,953	5·93	49	40·24
1911	36·78	9,48,711	1,01,087	58,576	6·17	53	42·05
1912	36·78	10,08,738	1,01,730	56,663	5·61	53	44·67
1st. qr. of 1913	36·78	10,51,183	23,033	12,650	1·20	52	45·07
1913-14	36·78	10,52,405	97,786	33,455	3·17	51	65 78
1914-15	36·78	10,78,861	96,976	39,054	3·61	51	59·72
1915-16	36·78	10,92,726	1,05,271	52,745	4·82	55	49·89

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 41}}{\text{Sub-head (a)}}$. **DEHRI-ROHTAS LIGHT RAILWAY** (2′ 6″ gauge)—

Date of registration of the Company—17th March 1909.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Dehri-on-Sone to Rohtas	6-2-11	23·83	23·83

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. steel rails on sâl sleepers.
Ballast.—The whole line is ballasted.
Fencing.—The line is unfenced.
Curves.—The sharpest curve is of 240 feet radius.
Gradients.—The ruling gradient is 1 in 200, uncompensated.

Agreement and Local Government order—

Agreement, dated the 13th October 1907, *between the District Board of Shahabad and Messrs. Octavius, Steel and Company of Calcutta (called "the Promoters") for and on behalf of the Dehri-Rohtas Tramway Company, scheduled to the order quoted below;*

The Dehri-Rohtas Tramway Company order published under the Bengal Government, Railway Department, Notification No. 24 R., dated the 10th November 1908;

} as to the construction, maintenance and working of the line, from Dehri-on-Sone to Rohtas.

Main provisions of agreement and Local Government order—

(i) *Land.*—The line runs partly on Government land in charge of the Public Works Department and partly along the district road to Akbarpur. The District Board of Shahabad have granted to the Dehri-Rohtas Tramway Company in perpetuity, subject to their right of purchasing the line [as in (vi) below], the free use of so much of the side of the District Board road between Dehri and Rohtas as is necessary, but not exceeding a width of eight feet leaving a clear roadway of fourteen feet intact for ordinary wheeled traffic, for the purpose of the line, and have promoted the acquisition of any additional land required outside the boundary of the said road at the cost of the Company.

(ii) *Aid by the Local Authority.*—The District Board of Shahabad will recommend and apply to the Local Government to exempt the Dehri-Rohtas Tramway Company from the tax on account of road cess, or to exact only a nominal tax, for a period of twenty-one years from the date when the line is opened for traffic, with power of renewal.

(iii) *Distribution of profits.*—The profits go to the Company.

(iv) *Rates and fares.*—Certain maximum rates of fares for passengers and tariff of charges for goods and the East Indian railway classification of goods, have been fixed. Full control over charges of all kinds is reserved to the Local Government.

(v) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
} Nil.

(vi) *Power of the Local Authority to determine agreement.*—Upon the expiration of 21 years, from the date of the Local Government order authorising the construction of the line, and at the end of every seven years thereafter, the District Board of Shahabad have, by giving six months' previous notice, the right of purchasing the line by paying to the Company the value calculated at twenty years' purchase of the average net annual profits of the Company during the four years preceding the transaction together with a bonus of 20 per cent thereon.

(vii) *Power of the Company to surrender agreement.*—Nil.

(viii) *Term of agreement* [*if not determined under* (vi)].—None specified.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1911 . . .	23·83	5,32,474	24,066	−12,291	...	21	151·07
1912 . . .	23·83	5,51,080	79,436	34,810	6·3	64	56·17
1st qr. of 1913 .	23·83	5,81,830	30,602	17,380	2·38	99	43·20
1913-14 . .	23·83	6,15,474	1,49,861	93,912	15·25	120	37·33
1914-15 . .	23·83	6,26,528	1,90,728	1,30,900	28·89	152	31·35
1915-16 . .	23·83	6,27,568	2,19,432	1,48,953	28·75	176	32·11

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 42}}{\text{Sub-head (a)}}$ **· DHOLPUR-BARI RAILWAY** (2′ 6″ gauge)—

This railway was sanctioned for construction at the cost of His Highness the Rana of Dholpur, under Railway Board's Notification No. 267, dated the 14th December 1905, and is maintained and worked by the Dholpur Durbar.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Dholpur on the Midland section of the Great Indian Peninsula railway to Bari	24-2-08	19·62	
Bari to Baseri	15-9-13	8·81	
Baseri to Tantpur	1-7-14	7·95	
TOTAL	...	...	36·38

Details of construction—

Permanent-way.—Five miles are laid with 35-lb. old steel rails on Indian State railway pattern steel trough sleepers; the remainder with 30-lb. new steel rails on Indian State railway pattern steel sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is not fenced.

Curves.—The radius of the sharpest curve is 1,432 feet.

Gradients.—The ruling gradient is 1 in 200.

Contract—

Nil.—The line is owned and worked by the Dholpur Durbar.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1908	19·62	7,33,502	21,352	—11,261	...	25	152·74
1909	19·62	6,91,940	36,226	5,773	0·83	35	84·06
1910	19·62	6,96,601	48,377	19,835	2·85	47	58·99
1911	19·62	7,41,111	41,566	14,338	1·93	41	65·50
1912	19·62	8,24,492	40,264	7,945	0·96	39	80·27
1st qr. of 1913	19·62	8,54,148	13,682	5,468	0·64	53	60·04
1913-14	28·43	10,73,930	54,372	21,722	2·02	36	60·04
1914-15	36·38	12,40,836	71,705	28,006	2·26	38	60·94
1915-16	36·38	12,42,228	87,624	30,249	2·44	46	65·48

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 43}}{\text{Sub-head (a)}}$ **DWARA-THERRIA LIGHT RAILWAY** (2′ 6″ gauge)—

Date of registration of the Company—15th March 1913.

The line is under construction by the Khassia Hills (Assam) Company of Calcutta, to whom the property and rights which were vested in the Dwara-Therria Light Railway Company, "Limited," under the Dwara-Therria Steam Tramway Order published by the Hon'ble the Chief Commissioner of Assam under Notification No. 44, dated the 14th August 1902, have been transferred by Messrs. H. V. Low and Company, of Calcutta, the previous proprietors of the above property and rights.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Dwara to Maolong (sanctioned on 15th May 1902)	...	13·50	
Maolong to Therria Ghat (sanctioned on 15th May 1902, but commencement of work not authorised).	...	6·00	
TOTAL ...	...	...	19·50

The Dwara-Maolong section was passed for goods traffic in June 1915, but an abnormal rainfall severely damaged the earthwork from mile 4 to mile 10, and delayed the opening of the line to traffic.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 44}{\text{Sub-head } (a)}$ **FUTWAH-ISLAMPUR LIGHT RAILWAY** (2′ 6″ gauge)—

Date of registration of the Company.—September 1915.

Construction of this line by the Futwah-Islampur Light Railway Company was authorised in Railway Board's telegram No. $\frac{2071\text{-C.}}{3216}$, dated the 24th September 1915.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Futwah to Islampur (sanctioned on 24th September 1915)	...	27·00	27·00

APPENDIX 1—*contd.*

History of railways constructed and in progress.

For Index see page preceding this appendix.]

Number Main head 45 / Sub-head (*a*) **GODHRA-LUNAVADA RAILWAY** (2′ 6″ gauge)—

Date of registration of the Company.—30th March 1911.

The construction of this line by the Guzerat Railways Company was sanctioned by the Railway Board in their letter No. 731 R.C., dated the 13th March 1912.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Godhra to Lunavada Road	4-12-13	24·00	
Lunavada Road to Lunavad9	1-9-14	1·45	
TOTAL	...	...	25·45

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed rails on steel trough sleepers, I. S. R. pattern.

Ballast.—The line is laid on coarse and hard sand ballast, covered with quartz ballast.

Fencing.—Only certain station yards have been fenced.

Curves.—The sharpest curve has a radius of 600 feet.

Gradients.—The ruling gradient is 1 in 100.

Contract—

Dated the 30th April 1914, between the Secretary of State and the Guzerat Railways Company, as to the construction, maintenance, management and working of the line by the Guzerat Railways Company.

Main provisions of contract—

(i) *Land.*—Land in British territory provided by the Government free of cost to the Company including land permanently or temporarily required for quarrying, ballast, brickfields and kindred purposes.

(ii) *Government aid.*—The Government allow to the Railway Company in respect of each year by way of rebate, a sum not exceeding the net earnings from all traffic, except the earnings derived from the carriage of stores, interchanged between the Bombay, Baroda and Central India railway and this railway, as shall, together with the net earnings of the Company in respect of this railway, make up an amount equal to interest for the year at the rate of 5 per cent per annum on the paid up share capital of the Company.

(iii) *Distribution of profits.*—When the net earnings of the Campany in any year exceed the minimum amount sufficient to give a return of 5 per cent per annum on the paid up share capital of the Company such excess is to be divided equally between the Government and the Company.

(iv) *Rates and fares.*—Such as may from time to time be agreed upon between the Government and the Company and the classification of goods to be in conformity with that from time to time in force on State railways of the same gauge.

(v) *Special obligations as to the conveyance of—*

(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin and the persons in charge thereof.—

} To be conveyed at the same rates and under the same arrangements as apply to State railways on the same gauge.

(vi) *Power of the Government to determine agreement.*—The Government may, by giving twelve months' "notice of purchase," determine the contract on the 31st March 1944 or on the 31st March in the last year of any subsequent period of ten years.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 45}}{\text{Sub-head (a)}}$. **GODHRA-LUNAVADA RAILWAY** (2' 6" gauge)—*concld.*

Main provisions of contract—*concld.*

If the contract is determined by "notice of purchase" the Government shall pay to the Company 25 times the amount of the average net earnings (excluding payments on account of rebate) derived by the Company during the three years immediately preceding the time at which the contract shall be determined, subject to a limit of 20 per cent. in excess of, but not less than, the total capital expenditure of the Company.

The Government may also, by giving twelve months' "notice of special purchase" determine the contract at any time in the following cases:—

(*a*) when it is considered desirable that the gauge of the railway should be altered;

(*b*) when it is considered desirable to convert the railway into a line of through communication; and

(*c*) when it is considered desirable to extend the railway (without altering the gauge or making the line part of a through route), and the Company is unable or unwilling to supply the necessary capital for such extension.

If the contract be determined by "notice of special purchase," the Government to pay to the Company 25 time the average net earnings (excluding payment on account of rebate) of the Company during the last preceding three years or 115 per cent. of the total capital expenditure of the Company, whichever may be the greater.

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract* [*if not determined under* (vi)].—None specified.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from, (+), or share of surplus profits payable to, (—), the Government of India.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.			Rs.		Rs.	
1913-14 .	24·00	11,39,708	13,289	1,860	0·16	...	1,860	0·16	32	86·00
1914-15 .	25·45	13,02,936	45,407	4,528	0·34	+38,069	42,597	3·27	34	90·03
1915-16 .	25·45	12,90,052	52,342	—3,559	...	+66,906	63,347	4·91	39	106·80

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 46}}{\text{Sub-head (a)}}$. **JESSORE-JHENIDAH RAILWAY** (2′ 6″ gauge)—

Date of registration of the Company.—28th March 1911.

The sanction accorded by the Government of Bengal to the construction of this line under the Indian Railways Act, IX of 1890, was approved by the Government of India in their letter No. 275 R.P., dated the 2nd December 1910.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Main line—			
Jessore to Jhenidah	1-10-13	28·90	
Branch—			
Kaliganj to Kot Chandpur	1-10-13	7·90	
TOTAL	...	...	36·80

Details of construction.—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails laid chiefly on sâl, and a percentage of jam sleepers.

Ballast.—Only the first 4 miles from Jessore are ballasted.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 382 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Contract and agreement—

Contract, dated the 26th May 1913, *between the Secretary of State and the Jessore-Jhenidah Railway Company*, as to the construction, maintenance and working of the line.

Agreement, dated the 26th May 1913, *between the District Board of Jessore and the Jessore-Jhenidah Railway Company*, as to the grant of certain concessions to the latter by the former under certain conditions.

Main provisions of contract and agreement.—

(i) *Land.*—Land on one side of the District Board road not exceeding 8 feet in width granted free, any additional land being acquired by Government at the cost of the Company.

(ii) *Aid by the District Board.*—The District Board of Jessore guarantee to supplement the net earnings of the Company by such annual subsidy as may be necessary to make up a dividend of 4 per cent per annum on the Company's paid up share capital, provided that the total sum so payable by the Board shall not in any one year exceed the sum of Rs. 32,000. The Board will recommend and apply to the Local Government for the exemption of the Company from road cess, or for the levy of only a nominal tax for a period of 21 years from the date of opening of the line for traffic.

(iii) *Distribution of profits.*—Surplus profits of the Company in excess of 4 per cent on their paid up share capital are divisible between the Company and the District Board in equal shares.

(iv) *Rates and fares.*—Rates and fares shall be such as may from time to time be arranged by the Secretary of State and the classification of goods shall be in conformity with that in force on State railways of the same gauge.

(v) *Special obligations as to the conveyance of—*

(*a*) Mails, troops, police, high Government officials and Government stores.— } To be conveyed in

(*b*) Government bullion and coin and the persons in charge thereof.— } To be conveyed in

the same manner and subject to the same regulations and conditions as are in force on State railways of the same gauge.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 46}}{\text{Sub-head (a)}}$ **. JESSORE-JHENIDAH RAILWAY** (2′ 6″ gauge)—*concld.*

Main provisions of contract and agreement—*concld.*

(vi) *Power of the Government to determine contract.*—The Government may, by giving 12 months' previous 'notice of purchase', determine the contract either on the 31st March 1943, or on the 31st December in the last year of any subsequent period of 10 years, paying to the Company 25 times the amount of the average yearly net earnings during the 3 years immediately preceding, provided that the amount payable to the Company shall not in any case exceed by more than 20 per cent, or be less than, the total capital expenditure of the Company.

The Government may also, by giving 'notice of special purchase', determine the contract at any time in the following cases :—

(*a*) when it is considered desirable to alter the gauge of the railway ;

(*b*) when it is considered desirable to convert the railway into a line of through communication ; and

(*c*) when it is considered desirable to extend the railway (without altering the gauge or making the line part of a through route) and the Company is unable or unwilling to provide funds for such extension.

If the contract be determined by 'notice of special purchase' the Government will pay to the Company 25 times the average yearly net earnings during the 3 years preceding the purchase, or 115 per cent of the total capital expenditure, whichever may be the greater.

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of Contract* [*if not determined under* (vi)].—Not specified.

Statistics of working.—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open, and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from, (+), or share of net profits to, (—), the District Board.	Total income [column 5 + or — column 7].	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1913-14	36·80	12,33,610	49,667	12,145	0·98	...	12,145	0·98	52	75·55
1914-15	36·80	12,49,383	77,508	—16,468	...	*	...	.....	40	121·25
1915-16	36·80	12,80,742	94,740	—38,767	...	*	...	.....	49	140·92

* The claim of the company is being disputed.

Number $\frac{\text{Main head 47}}{\text{Sub-head (a)}}$ **. KALIGHAT-FALTA RAILWAY** (2′ 6″ gauge)—

Date of registration of the Company—April 1915.

The construction of this line by the Kalighat-Falta Railway Company was authorised in Railway Board's telegram No. $\frac{84\text{-P.}}{1349}$, dated the 26th April 1915.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3.	4
Kalighat to Falta (sanctioned on 26th April 1915)	...	25·91	25·91

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 48}}{\text{Sub-head (a)}}$. **KOLAR DISTRICT RAILWAY** (2′ 6″ gauge)—

This line is owned jointly by the Mysore Durbar and the Kolar District Board and is being financed by the Mysore Durbar in conjunction with the District Board of Kolar.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Bowringpet to Kolar	15-12-13	10·92		
Kolar to Chintamani	6-3-16	29·79		
TOTAL OPEN MILEAGE ...	...	...	40·71	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION—				
Chintamani to Chik Ballapur (sanctioned on 11th November 1914)	...	23·29	23·29	
GRAND TOTAL ...	...	...	...	64·00

Details of construction—

Permanent-way.—The permanent-way consists of 41½ lb. second-hand rails, for 24 miles from Bowringpet, and 41¼-lb. new rails from the Tata Iron and Steel Company, for the remainder, laid on teakwood and steel pea pod trough sleepers. The wooden sleepers are mostly squared and a few half-round.

Ballast.—The line between Bowringpet and Kolar is ballasted with sand and between Kolar and Chintamani boxed with good gravelly soil.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 716 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Agreement—

The line is being maintained, managed and worked by the Mysore Durbar under the terms of an agreement between them and the District Board of Kolar which is under consideration.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1913-14 . . .	10·92	2,95,577	7,598	—253	...	13	103·33
1914-15 . . .	10·92	6,42,569	36,093	4,815	0·75	64	86·66
1915-16 . . .	40·71	14,06,864	47,918	12,805	0·87	23	74·32

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 49 / Sub-head (*a*). **MADAYA LIGHT RAILWAY** (2′ 6″ gauge)—

Date of registration of the Company—28th August 1906.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Zegyo quarter of Mandalay town to Obo	10-2-12	3·40		
Obo to Toungbyon	25-7-12	4·90		
TOTAL OPEN MILEAGE .	...	...	8·30	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION— Toungbyon to Madaya (sanctioned on the 13th February 1906). .	...	7·70	7·70	
GRAND TOTAL .	...	...	...	16·00

Details of construction—

Permanent-way.—The permanent-way consists of 19-lb. and 24-lb. flat-footed steel rails laid on several varieties of local wood with some old stamped steel sleepers.

Ballast.—In most places throughout the line the ballast consists of brick rubbish.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 286 feet radius.

Gradients.—The ruling gradient of the greater part of the railway is 1 in 1,000, except on the Zegyo-Obo section where it is 1 in 333 with a 1 in 100 banking section.

Local Government order—

Madaya Tramway order published under the Burma Government, Municipal and Local Department, Notification No. 22, dated the 13th February 1906, authorising the construction, maintenance and use of a system of tramways from Madaya in the district of Mandalay to the Obo quarter of Mandalay town.

Main provisions of Local Government order—

(i) *Land.*—Land acquired at an annual track rent of Rs. 250 per mile for the first three years, and Rs. 400 per mile thereafter, provided that no turnout or siding is liable to rent.

(ii) *Government aid.*—Nil.

(iii) *Distribution of profits.*—The whole of the profits belong to the Promoters.

(iv) *Rates and fares.*—The minimum rate of fares for passengers has been fixed at half anna per mile. The charges for goods and for passengers' luggage to be fixed between the Promoters and the Local Government.

(v) *Special obligations as to the conveyance of—*

(*a*) Mails, troops, police, high Government Officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } Nil.

(vi) *Power of the Government to determine contract.*—After the expiration of 42 years from the date of the order and within six months after the expiration of every subsequent period of ten years, the Deputy Commissioner, Mandalay district, with the previous sanction of the Local Government, may require the Promoters to sell to him the undertaking at a fair market value of all lands, etc., used for the purposes of the line.

(vii) *Power of the Promoters to surrender contract.*—Nil.

(viii) *Term of contract* [*if not determined under* (vi)].—None specified.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1912	8·30	Information not available.					
1st qr. of 1913 . .	8·30						
1913-14	8·30						
1914-15	8·30						
1915-16	8·30						

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 50}}{\text{Sub-head (a)}}$. **NADIAD-KAPADVANJ RAILWAY** (2′ 6″ gauge)—

Date of registration of the Company—30th March 1911.

The construction of this line by the Guzerat Railways Company was sanctioned by the Railway Board in their letter No. 546-R.C., dated the 28th February 1911.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
A point near Nadiad station to Kapadvanj	5-3-13	27·86	27·86

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed rails laid on steel trough sleepers, Indian State Railway pattern.

Ballast.—The line is ballasted throughout with heavy laterite.

Fencing.—The line is unfenced, except in station yards.

Curves.—The sharpest curve is of 716 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Agreement—

Dated the 30th April 1914, between the Secretary of State and the Guzerat Railways Company, as to the construction, maintenance, management and working of the line by the Guzerat Railways Company.

Main provisions of agreement—

As noted under 45 (*a*), Godhra-Lunavada railway (2′ 6″ gauge).

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from, (+), or share of surplus profits to, (—), the Government of India.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1st qr. of 1913.	27·86	9,25,052	6,571	1,810	0·20	...	1,810	0·20	61	72·45
1913-14 .	27·86	12,50,471	1,02,727	41,218	3·30	...	41,218	3·30	70	59·88
1914-15 .	27·86	13,42,442	1,19,495	39,421	2·93	+4,467	43,888	3·27	82	67·01
1915-16 .	27·86	14,68,525	1,33,696	56,086	3·82	+16,026	72,112	4·91	92	58·05

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 51.}}{\text{Sub-head (a)}}$ **SHAHDARA (DELHI)-SAHARANPUR LIGHT RAILWAY** (2′ 6″ gauge)—

Date of registration of the Company—28th November 1905.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Shahdara to Shamli	7-5-07	92·50	
Shamli to Saharanpur	15-10-07		
TOTAL	...	...	92·50

Details of construction—

Permanent-way.—The permanent-way consists of 35-lb. flat-footed steel rails laid on sâl sleepers.

Ballast.—The line is ballasted with stone and broken brick.

Fencing.—The line is partially fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 1,000.

Local Government order and agreement—

The Shahdara-Saharanpur Tramway Company order, published under the Government of the United Provinces of Agra and Oudh, Public Works Department, Railway Branch, Notification No. 339-187-R., dated the 18th April 1904;

Agreement, dated the 11th October 1905, *between the Government of the United Provinces of Agra and Oudh and Messrs. Martin & Co., of Calcutta, (called "the Promoters") for and on behalf of the Shahdara (Delhi)-Saharanpur Light Railway Company*, published under the Government of the United Provinces of Agra and Oudh, Public Works Department, Railway Branch, Notification No. 1363-R.-187, dated the 22nd November 1905;

} as to the construction, maintenance and working of the line from Shahdara to Saharanpur.

Main provisions of Local Government order and agreement—

(i) *Land.*—
(ii) *Government aid.*— } The Local Government provide free of charge for the purposes of the railway sufficient land for a single 5′ 6″ gauge line, together with land for all conveniences and works approved under clause 8 of the agreement. In addition to this the Company are authorised to use for the purpose of the railway, but not for the purpose of any building or erection connected therewith, portions not exceeding six feet in width, of the local roads passing between Shahdara and Saharanpur.

(iii) *Distribution of profits.*—Surplus profits in any year in excess of 4 per cent upon the paid up capital of the Company shall be divided equally between the Government and the Company; payments on account but subject to adjustment being made at close of first half-year.

(iv) *Rates and fares.*—Certain maximum rates of fares for passengers and maximum and minimum rates for goods in conjunction with the General classification of Goods have been fixed. Full control over charges of all kinds is reserved to the Local Government.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government Officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } Nil.

APPENDIX 1—*contd.*

History of railways constructed and in progress

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 51}}{\text{Sub-head (a)}}$. **SHAHDARA (DELHI)-SAHARANPUR LIGHT RAILWAY (2′ 6″ gauge)—** *concld.*

Main provisions of Local Government order and agreement—*concld.*

(vi) *Power of the Government to determine agreement.*—Upon the expiration of 21 years after the date of opening, or 23 years from the date of the Local Government order sanctioning the construction of the line, whichever is earlier, or at the end of successive periods of seven years thereafter, the Local Government have, by giving 12 months' previous notice, the right of terminating the agreement by paying to the Company the value calculated at 25 years' purchase of the average annual profits of the Company for the preceding three years, subject to a minimum of the capital expended and a maximum of 25 per cent in excess of that sum. In the event of its being determined to construct a railway on a different gauge in place of the tramway, and if the Government and the Company fail to agree that the alteration shall be made by the Company, then and in such case, the Government have the right to acquire the tramway at any time on giving 12 months' notice in writing and paying to the Company a sum 25 per cent in excess of its capital expenditure.

(vii) *Power of the Company to surrender agreement.*—Nil.

(viii) *Term of agreement* [*if not determined under* (vi)].—None specified.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2.	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1907 . . .	93·02	38,02,226	1,01,146	29,788	0·90	45	70·55
1908 . . .	92·63	41,35,292	3,35,533	1,41,823	3·43	70	57·73
1909 . . .	92·63	41,56,890	4,05,856	1,96,014	4·71	84	51·70
1910 . . .	92·50	41,67,317	5,04,282	2,78,330	6·67	105	44·80
1911 . . .	92·50	42,16,557	5,92,232	3,10,746	7·37	110	41·61
1912 . . .	92·50	42,51,039	6,10,763	3,54,779	8·34	160	41·87
1st qr. of 1913 .	92·50	42,69,311	1,93,252	1,26,997	2·97		34·28
1913-14 . .	92·50	43,42,552	6,17,500	3,48,514	8·02	128	43·53
1914-15 . .	92·50	43,89,762	6,48,190	3,57,708	8·14	134	44·76
1915-16 . .	92·50	44,16,947	5,49,809	2,80,278	6·34	114	49·03

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 52}{\text{Sub-head } (a)}$. **TEZPORE-BALIPARA LIGHT RAILWAY** (2′ 6″ gauge)—.

Date of registration of the company.—2nd October 1893.

This line was authorised for construction under the Indian Tramways Act, 1886, by the Hon'ble the Chief Commissioner o JAssam on the 1st June 1895. On the 3rd May 1898, the Indian Railways Act, IX of 1890, except section 135, was applied to the line.

A tramway, 2 miles long, was constructed at the expense of the Borjuli Tea Company connecting the Borjuli Tea Factory with Rangapara station on the Tezpore-Balipara Light railway. It was worked by the Tezpore-Balipara Light railway but from February 1908 has been closed to public traffic.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Tezpore Ghat to Bindukuri	9-8-94	8·10	
Bindukuri to Balipara	1-9-95	12·00	
TOTAL	...	...	20·10

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails on Nahor or Gonserai sleepers.

Ballast.—The line is unballasted.

Fencing.—The line is fenced only at stations.

Curves.—In the first mile there are two curves with radii of 500 feet.

Gradients.—The ruling gradient between Tezpore and Rangapara, 16 miles, is 1 in 125 and between Rangapara and Balipara, 4 miles, 1 in 100.

Local Government order—

Tezpore-Balipara Steam Tramway Company order, published under the Notification by the Hon' ble the Chief Commissioner of Assam, No. 33, dated the 1st June 1895, as to the construction, maintenance and working of the line.

Main provisions of Local Government order—

(i) *Land.*—Provided at the cost of the Company, other than that which is not held under decennial *puttas* or where the holders have not acquired land-holder's rights, provided free of cost. Free use of one side of a provincial or local road is authorised for the purpose of laying the line only.

(ii) *Government aid.**—Supply, free of royalty, of timber for sleepers from Government forests for the first construction of the line only, and a payment by the Tezpore Local Board, of a subsidy of Rs. 5,000 per annum up to the end of March 1914.

* Letter from the Hon'ble the Chief Commissioner of Assam, No. 3720, dated the 10th November 1893.
Government of India, Public Works Department, letter No. 139 R.C., dated the 2nd February 1894.
Railway Board's letter No. 342 R.T., dated the 22nd February 1909.

(iii) *Distribution of profits.*—The whole of the profits belong to the Company.

(iv) *Rates and fares.*—Certain rates for carriage of passengers and goods have been fixed, but the full control over charges of all kinds is reserved by the Chief Commissioner.

(v) *Special obligations as to the conveyance of—*

(*a*) Mails, Postal Officers and servants on duty.—Conveyed at the rates and on the conditions in force from time to time on State railways.

(*b*) Troops, police, high Government Officials and Government stores.—
(*c*) Government bullion and coin, and the persons in charge thereof.— } Nil.

(vi) *Power of the Government to determine contract.*—After the line has been opened for 15 years and thereafter at terms of 7 years each, the Government, by giving 12 months' previous notice, have the right to terminate the contract and take over the line by paying to the Company the value of the property as a dividend-earning investment together with a bonus of 20 per cent over and above such value.

It has since been decided not to give notice of purchase to the Company on the 1st September 1909 and to defer purchase.
[Telegram from the Government of Eastern Bengal and Assam, No. 804-R., dated the 22nd July 1909.]

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract* [*if not determined under* (vi)].—None specified.

Statistics of working (Those for the periods prior to 1905 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from District Board.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1905 .	20·10	4,87,240	1,03,380	27,082	5·56	5,000	32,082	6·58	99	73·80
1906 .	20·10	4,87,240	1,14,740	34,976	7·18	5,000	39,976	8·20	110	69·51
1907 .	20·10	4,87,240	1,11,569	28,951	5·94	5,000	33,951	6·97	107	74·05
1908 .	20·10	4,87,240	88,990	20,972	4·30	5,000	25,972	5·33	86	76·43
1909 .	20·10	4,87,240	85,964	23,618	4·84	5,000	28,618	5·87	84	72·52
1910 .	20·10	4,87,240	94,015	25,945	5·32	5,000	30,945	6·35	90	72·40
1911 .	20·10	4,87,240	1,14,875	31,892	6·54	5,000	36,892	7·57	110	72·23
1912 .	20·10	4,87,240	1,20,635	34,709	7·12	5,000	39,709	8·14	116	71·23
1st qr. of 1913.	20·10	4,87,240	27,379	4,035	0·08	...	4,035	0·08	129	85·26
1913-14.	20·10	4,87,240	1,34,638	40,489	8·31	5,000	45,489	9·33	105	69·93
1914-15.	20·10	4,87,240	1,35,559	36,620	7·51	...	36,620	7·51	136	72·98
1915-16 .	20·10	4,87,249	1,41,801	44,461	9 12	...	44,461	9·12	139	68·65

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 53}}{\text{Sub-heads (a) \& (b)}}$. **DARJEELING-HIMALAYAN RAILWAY SYSTEM** (2′ 0″ gauge)—

Lines comprised in the system—The Darjeeling Himalayan railway system is made up of—

	Miles.
(*a*) Darjeeling Himalayan railway (2′ 0″ gauge)	51·00
(*b*) Darjeeling Himalayan railway extensions (2′ 0″ gauge)	95·44
Total ...	146·44

53 (*a*) Darjeeling Himalayan Railway (2′ 0″ gauge)—

Date of registration of the company.—1879.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Siliguri to Kurseong	23-8-80	31·75	
Kurseong to Sonada	1-2-81	9·50	
Sonada to Ghum	4-4-81	5·87	
Ghum to Darjeeling	4-7-81	3·63	
Darjeeling to Darjeeling Bazar	16-6-85	0·25	
TOTAL	...	...	51·00

Details of construction—

Permanent-way.—The line is laid throughout with 41¼-lb. flat-footed steel rails on wooden sleepers. These are being renewed with a special section steel rail, 41¼ lbs. to the yard as required.

Ballast.—For 9 miles from Siliguri the line has been ballasted with gravel or broken stone, except near Siliguri, where sand has been used. On the hill section, where necessary, broken stone ballast has been put in.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 60 feet.

Gradients.—The ruling gradient of the greater part of the line is about 1 in 25; from Sukna to Ghum (summit) and thence to Darjeeling there is a length of about three-fourths of a mile on grades of 1 in 22½ to 1 in 23, uncompensated with short lengths of 1 in 20.

Contract and agreement—

Contract, dated the 8th April 1879, *between the Secretary of State and the late Mr. Franklin Prestage*, as to the construction, maintenance, management and working of the railway.

Agreement, dated the 24th January 1913, *between the Secretary of State and the Darjeeling-Himalayan Railway Company*, providing for the exclusion from the Company's capital of the preference shares raised for buying up the shares of the Darjeeling-Himalayan Railway Extensions Company for the purposes of clause 16 of the contract of 8th April 1879.

Main provisions of contract and agreement—

(i) *Land.*—Government land, and the right to use the existing cart road, to be granted to the Company free of cost. Other land necessary, if any, to be acquired by the Government and transferred to the Company at cost price.

(ii) *Government aid.*—The Government undertake to pay to the Company any sum required to make up its gross receipts to two lakhs of rupees annually.

(iii) *Distribution of profits.*—After the first five years half the net profits of any year in excess of 5 per cent on the paid up capital to be applied in repayment to the Government of the amount expended on the maintenance of the cart road during the same year, or in making good a deficiency in gross receipts.

(iv) *Rates and fares.*—Certain maxima have been fixed within which the Company is permitted to vary rates and fares.

(v) *Special obligations as to the conveyance of*—

(*a*) Mails, troops, police, high Government Officials and Government stores.—Mails and Post office servants to be carried by the Company in consideration of a payment by the Government of Rs. 10,260 yearly. [No special provision exists as to troops, police, high Government Officials and Government stores.]

(*b*) Government bullion and coin, and the persons in charge thereof.—Not specified.

(vi) *Power of the Government to determine contract.*—
(vii) *Power of the Company to surrender contract.*— } If the railway should not be completed within 18 months, or if at any period it should not be worked for six consecutive months, the Company is to surrender the road and land acquired from the Government, receiving any sum due to it for permanent improvements to the road or works connected with it.

After the railway has been opened for 25 years (reckoning from the 4th May 1884), and thereafter at intervals of 10 years, the Government have the power, by giving 12 months' previous notice to terminate the contract and take over the line on payment to the Company of its value as a dividend-earning investment, with an additional bonus of 20 per cent over and above such value.

NOTE.—Government relinquished the right to terminate the contract at the end of the 25th year, and decided to allow the terms and conditions of the contract of the 8th April 1879 to continue for a further period of 10 years, *viz.*, to May 1919, *vide* Railway Board's letter No. 1412 R. T., dated the 1st August 1908, to the Secretary to the Government of Bengal, Railway Department.

(viii) *Term of contract.*—None specified.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For-Index see page preceding this appendix.]

Number $\frac{\text{Main head } 53}{\text{Sub-head } (a) \text{ \& } (b)}$. **DARJEELING-HIMALAYAN RAILWAY SYSTEM** (2′ 0″ gauge)—*contd.*

53 (*a*) Darjeeling Himalayan railway (2′ 0″ gauge)—*concld.*

Statistics of working (Those for the periods prior to 1906 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Government share of surplus profits.	Total income (column 5—column 7).	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1906 .	51·00	37,43,284	9,80,351	4,01,239	10·72	75,126	3,26,113	8·71	370	59·07
1907 .	51·00	37,53,304	9,49,717	4,29,129	11·43	83,471	3,45,658	9·21	358	54·81
1908 .	51·00	37,47,327	9,44,452	4,21,454	11·24	66,162	3,55,292	9·48	356	55·38
1909 .	51·00	37,72,667	9,89,125	4,39,895	11·66	88,395	3,51,500	9·31	373	55·52
1910 .	51·00	37,94,440	10,03,569	4,41,931	11·65	90,653	3,51,278	9·26	378	55·96
1911 .	51·00	38,51,682	10,29,802	4,44,236	11·53	91,435	3,52,801	9·16	388	56·86
1912 .	51·00	39,25,147	11,38,900	5,11,268	13·02	98,475	4,12,793	10·52	429	55·11
1st qr. of 1913.	51·00	39,55,640	2,43,409	87,282	2·21	14,849	72,433	1·83	367	64·15
1913-14	51·00	40,76,057	11,98,789	5,01,315	12·30	1,08,006	3,93,309	9·65	452	58·18
1914-15	51·00	43,01,734	11,35,682	4,69,576	10·91	97,675	3,71,901	8·64	428	58·65
1915-16	51·00	43,62,976	11,89,696	4,99,218	11·44	1,15,000	3,84,218	8·81	449	52·3

53 (*b*) Darjeeling Himalayan railway extensions (5′ 6″ gauge).

Date of registration of the Company.—20th January 1913.

The construction of this line by the Darjeeling-Himalayan Railway Company for the Darjeeling Himalayan Railway Extensions Company was authorised by the Railway Board in their telegram No. 251-R.C., dated the 6th February 1913.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Kissengunge extension—				
Panchanai to Matigara	16-3-14	2·10		
Matigara to Naksalbari	1-2-15	12·15		
Naksalbari to Taibpur	1-5-15	24·25	...	
Taibpur to Islampur—Aluabari	1-11-14	8·60		
Islampur—Aluabari to Kissengunge	15-6-14	19·25		
			66·35	
Teesta Valley extension—				
Siliguri to Sivoke	16-3-14	12·75		
Sevoke to Riyang	1-5-15	11·75		
Riyang to Kalimpong Road	21-9-15	4·59		
			29·09	
TOTAL ...	...	...		95·44

Details of construction—

Permanent-way.—The permanent-way consists of 40-lb. British standard section steel rails with a small length of older types of 40-lb. rails, laid on sâl sleepers.

Ballast.—The line is ballasted with sand, but broken stone is being laid.

Fencing.—The line is unfenced.

Curves.—The sharpest curve on the Kissengunj extension is of 100 feet radius and that on the Teesta Valley extension, of 80 feet radius.

Gradients.—The steepest gradient is 1 in 100 on the Kissengunge extension and that on the Teesta Valley Extension, 1 in 50.

Contract—

Dated the 25th April 1914, *between the Secretary of State and the Darjeeling Himalayan Railway Extensions Company*, as to the construction, maintenance and working of the Darjeeling Himalayan Railway Extensions by the Company.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 53}}{\text{Sub-heads (a)\&(b)}}$ DARJEELING-HIMALAYAN RAILWAY SYSTEM. (2'0" gauge)—*contd.*

53 (*b*) Darjeeling Himalayan railway extensions (2' 0" gauge)—*concld.*

Main provisions of contract—

(i) *Land.*—Land in British territory provided free of cost to the Company. The Company is also permitted to make such use of any roads for the purposes of the extensions as the Governments of Bengal and Bihar and Orissa may authorise.

(ii) *Government aid.*—The Government allow to the Company, in respect of each year, by way of rebate, such a sum not exceeding in any year the net earnings of the Eastern Bengal railway, exclusive of earnings derived from the carriage of revenue stores, from traffic originating or terminating on the extensions, as shall, together with the net earnings of the Company or with half the gross earnings after deducting from such half the sum of Rs. 15,000 payable on account of expenses of management, whichever is more, make up an amount equal to interest for the year at a rate of 5 per cent per annum on the actual expenditure charged in the capital account.

(iii) *Distribution of profits.*—When the net earnings of the Company shall exceed the minimum amount sufficient to pay a dividend of 5 per cent per annum such excess shall be divided equally between the Secretary of State and the Company.

(iv) *Rates and fares.*—The rates and fares for the carriage of goods and passengers shall be such as may from time to time be arranged between the Secretary of State and the Company and the classification of goods thereon shall be in conformity with that from time to time in force on State railways of a similar gauge; provided that the maxima rates and fares for the Kissengunge extension will be double, and the minima rates and fares the same as those permissible on the Eastern Bengal railway; and that the maxima rates and fares for the Teesta Valley extension will be those stated in schedule A attached to the contract, and the minima rates and fares the same as those fixed for the Western Extension of the Bengal Dooars railway.

(v) *Special obligations as to the conveyance of—*
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin and the persons in charge thereof.—
The Company shall carry out all such services as are usually performed by state railways of a similar gauge in the same manner and subject to the same regulations and conditions as to rates and otherwise as are for the time being in force on such railways.

(vi) *Power of the Government to determine. contract.*—The Government may, by giving "notice of purchase," determine the contract, either on the 31st March 1946 or on the 31st March in the last year of any subsequent period of 10 years, by paying to the Company 25 times the amount of the average of the yearly net earnings (excluding payments on account of rebate) of the Company during the 3 years immediately preceding, but so that the total amount so payable to the Company shall not in any case exceed by more than 20 per cent, or be less than, the total capital expenditure of the Company.

The Government may, by giving "notice of special purchase," determine the contract at any time in the following cases:—

(*a*) when it is considered desirable to alter the gauge of the railway;

(*b*) when it is considered desirable to convert the railway into a line of through communication; and

(*c*) when it is considered desirable to extend the railway (without altering the gauge or making the line part of a through route) and the Company is unable or unwilling to provide funds for such extension.

If the contract be determined by "notice of special purchase" the Government will pay to the Company 25 times the average yearly net earnings during the 3 years preceding the purchase, or 115 per cent of the total capital expenditure, whichever may be the greater.

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract* [*if not determined under* (*vi*)].—Not specified.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Rebate from, (+), or share of surplus profits payable to, (—), the Secy. of State.	Total income.	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1913-14 .	14·28	22,92,311	Information not available.			...	...	...		...
1914-15 .	53·62	39,87,838				...	...	...		...
1915-16 .	95·44	45,66,982	16,788	80,894	1·77	+6000	1,40,894	3·09	66	50·06

N.B.—The revenue figures against 1915-16 are for the half-year ending 31st March 1916, as those for the previous half-year were credited to capital.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 54 / Sub-head (*a*). **GWALIOR LIGHT RAILWAY** (2′ 0″ gauge)—

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Gwalior-Sipri section—				
Gwalior to Sipri	2-12-99	73·81		
Gwalior-Bhind section—			73·81	
Gwalior to Bhind	2-12-99	52·33		
Gwalior-Sheopur-Kalan section—			52·33	
Gwalior to Jora Alapur	1-1-04	31·34		
Jora Alapur to Sabalgarh	1-12-04	26·05		
Sabalgarh to Birpur	1-11-08	19·55		
Birpur to Sheopur Kalan	15-6-09	46·88		
			123·82	
GRAND TOTAL	...	...	...	249·96

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails, laid on sâl and steel trough sleepers.

Ballast.—The line is fully ballasted throughout with broken stone, sand and moorum.

Fencing.—The line is not fenced.

Curves.—The sharpest curve in station yards has a radius of 147 feet. The sharpest curve out of stations has a radius of 287 feet.

Gradients.—The ruling gradient is 1 in 40 on the Gwalior-Sipri section, 1 in 80 on the Gwalior-Sheopur Kalan section and 1 in 150 on the Gwalior-Bhind section.

Agreement—

Main provisions of agreement— Nil. The Gwalior Light railway is the property of the Gwalior Durbar by whom it was constructed and is maintained, stocked and worked. The working of the trains and traffic of the line was under the control of the Great Indian Peninsula Railway Company up to the 30th June 1913.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1899	126·14	22,79,267	4,094	—4,113	...	6	258·32
1900	126·14	27,10,557	84,617	—137	...	13	100·16
1901	126·14	31,00,762	82,227	—520	...	13	100·63
1902	126·14	39,77,104	1,09,577	9,346	0·23	17	91·47
1903	126·14	41,76,953	1,66,002	68,226	1·63	25	58·90
1904	183·53	46,62,993	1,83,284	52,501	1·13	22	71·36
1905	183·53	54,72,847	1,89,735	52,745	0·96	20	72·20
1906	183·53	57,87,428	2,58,222	1,12,211	1·94	27	56·54
1907	183·53	63,00,513	3,08,791	1,15,709	1·84	32	62·52
1908	203·08	66,13,092	2,61,725	99,262	1·50	25	62·07
1909	249·96	68,19,209	2,52,537	85,063	1·25	20	66·32
1910	249·96	68,57,494	3,69,295	1,74,444	2·54	28	52·76
1911	249·96	67,47,029	4,05,871	1,71,420	2·54	31	57·76
1912	249·96	67,67,204	5,13,976	2,27,870	3·37	40	55·67
1st qr. of 1913	249·96	67,71,609	1,42,494	1,00,594	1·49	44	29·40
1913-14	249·96	69,14,991	5,14,113	2,20,130	3·18	39	57·18
1914-15	249·96	72,26,667	5,31,293	2,16,515	3·00	41	59·25
1915-16	249·96	74,68,981	5,85,642	2,55,475	3·42	45	56·39

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 55}{\text{Sub-head } (a)}$. **HOWRAH-AMTA LIGHT RAILWAY** (2′ 0″ gauge)—

Date of registration of the Company.—2nd May 1895.

Running powers—

Foreign line over home line—

Howrah-Sheakhala Light railway, Telkul Ghât to Kadamtala (for passenger and goods trains), 2·00 miles.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Main line—			
Telkul Ghât (Howrah) to Dumjur	1-7-97	9·20	
Dumjur to Bargachia	2-10-97	5·87	
Bargachia to Maju	4-5-98	5·50	
Maju to Amta	1-6-98	6·62	
			27·19
Champadanga branch—			
Bargachia to Jagatbalabpur	2-10-97	1·50	
Jagatbalabpur to Autpur	1-6-04	8·50	
Autpur to Champadanga	24-8-08	6·68	
			16·68
TOTAL	...	...	43·87

Details of construction—

Permanent-way.—The permanent-way consists of flat-footed steel rails, 25 lbs. to the yard, on cross sleepers of pynkado on the sections from Munshir Hat to Amta. The line from Bargachia to Champadanga and Bargachia to Munshir Hat is laid with steel rails 30 lbs. to the yard. The remainder of the line is relaid with steel rails 35 lbs. to the yard.

Ballast.—The line is ballasted throughout.

Fencing.—The line is unfenced.

Curves.—The sharpest curve, sanctioned specially for the town of Howrah, has a radius of 144 feet.

Gradients.—The line is practically level throughout.

Agreements and Local Government orders—

Agreement, dated the 12th June 1889, *between the District Board of Howrah and Messrs. Walsh, Lovett and Company on behalf of the Bengal District Road Tramways Company*, as to the grant of a concession to the Company of the right to construct and work a tramway over a portion of the road within the jurisdiction of the Board.

Agreement, dated the 27th September 1889, *between the Municipal Commissioners of Howrah and Messrs. Walsh, Lovett and Company on behalf of the Bengal District Road Tramways Company*, as to the grant of a concession to the Tramways Company of the right to construct and work a tramway over a portion of the road within the jurisdiction of the Commissioners.

Bengal District Road Tramways Company order published under the Bengal Government, Public Works Department, Notification No. 111, dated the 26th March 1895, authorising the construction of a tramway from Howrah to Amta.

Agreement, dated the 3rd May 1897, *between the District Board of Howrah and the Bengal District Road Tramways Company* (*Howrah-Amta*), in amendment of the agreement of 12th June 1889.

Agreement, dated the 16th August 1901 (supplemental to the agreements of 1889 and 1897), *between the District Board of Howrah and the Howrah-Amta Light Railway Company*, as to the construction and working of an extension from Jagatbalabpur to Champadanga.

Howrah-Amta Extension order published under the Bengal Government, Railway Department, Notification No. 75-R., dated the 7th April 1902, authorising the construction of the extension from Jagatbalabpur to Champadanga.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 55}}{\text{Sub-head (a)}}$ HOWRAH-AMTA LIGHT RAILWAY (2′ 0″ gauge)—*concld.*

Main provisions of agreements and Local Government orders—

(i) *Land.*—Provided at the cost of Company, other than one side of portions of the road between Howrah and Amta the free use of which is authorised for the purpose of laying the line only.

(ii) *Aid by the Local Authorities.*—The District Board of Howrah either exempt the Company from the tax on account of road cess, or exact only a nominal tax for a period of 21 years, with power of renewal. The Municipal Commissioners of Howrah allow the Company free use of so much of the municipal roads as is necessary for the purpose of laying the line, for a period of 20 years from the 27th March 1895; and thereafter levy a track rent of Rs. 2,000 per mile per annum.

The District Board also pay to the Company, by way of interest on the capital expended, such sum of money as may be required to make the net profits of the Company equivalent to a dividend at the rate of 4 per cent per annum, provided that the Board is not involved on this account in a greater liability than Rs. 1,100 per annum per mile constructed and opened with a maximum of Rs. 28,000 per annum.

(iii) *Distribution of profits.*—Surplus profits in excess of 4 per cent, after setting aside such sums as the Directors may decide, upon the capital for the time being of the Company are divisible in equal proportions between the District Board of Howrah and the Company.

(iv) *Rates and fares.*—Certain maximum rates of fares for passengers and tariff of charges for goods have been fixed. Full control over charges of all kinds is reserved to Local Government.

(v) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } Nil.

(vi) *Power of the Local Authority to determine agreement.*—Upon the expiration of 21 years from the date of the Local Government order authorising the construction of the line, or at the end of every 7 years thereafter, the District Board of Howrah, in conjunction with the District Board of Hooghly and the Municipality of Howrah, have by giving 6 months' notice, the right of purchasing the line by paying to the Company its value as a dividend-earning investment, together with a bonus of 20 per cent thereon.

(vii) *Power of the Company to surrender agreement.*—Nil.

(viii) *Term of agreement* [*if not determined under* (vi)].—Not specified.

Statistics of working (Those for the periods prior to 1906 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open, and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from, (+) or share of net profits to, (—) the District Board.	Total income, [column 5 + or — column 7.]	Percentage of total income on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1906 .	37·19	18,23,741	3,51,462	1,77,670	9·74	—38,681	1,38,989	7·62	182	49·45
1907 .	37·19	18,83,829	3,70,554	2,03,338	10·79	—40,536	1,62,802	8·64	192	45·13
1908 .	43·87	21,57,189	3,98,131	1,96,412	9·10	—38,678	1,57,734	7·31	193	50·67
1909 .	43·87	21,80,794	4,37,024	2,10,668	9·66	—40,935	1,69,733	7·78	191	51·79
1910 .	43·87	22,24,279	4,83,490	2,15,230	9·67	—45,732	1,69,498	7·62	212	55·48
1911	43·87	23,03,904	4,99,121	2,52,728	10·97	—53,751	1,98,977	8·63	219	49·36
1912	43·87	22,94,838	5,59,302	3,05,869	13·33	—66,159	2,39,710	10·44	245	45·32
1st qr. of 1913.	43·87	23,23,366	1,52,598	76,465	3·29	—16,060	60,405	2·60	267	49·89
1913-14 .	43·87	25,61,026	5,94,343	2,68,927	10·50	—47,009	2,21,918	8·66	261	54·75
1914-15	43·87	26,70,749	6,13,106	2,33,783	8·94	—51,593	1,87,190	7·01	269	61·05
1915-16 .	43·87	26,87,496	6,17,537	2,60,185	9·68	—60,144	2,00,041	7·44	271	57·87

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 56}{\text{Sub-head } (a)}$. **HOWRAH-SHEAKHALA LIGHT RAILWAY** (2′ 0″ gauge)—

Date of registration of the Company.—19th June 1895.

Running powers—

Home line over foreign line :—

Telkul Ghat to Kadamtala, Howrah-Amta Light railway, for passenger and goods trains, 2·00 miles.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Main line—			
Kadamtala to Chanditala	2-8-97	8·88	
Chanditala to Kistrampur	10-9-97	3·75	
Kistrampur to Sheakhala	7-11-97	4·75	
			17·38
Janai branch—			
Chanditala to Janai.	5-5-98	2·37	2·37
TOTAL	...	...	19·75

Details of construction—

Permaneni-way.—The permanent-way consists of flat-footed steel rails, 25-lb. to the yard, laid on cross sleepers of pynkado, except on 5·50 miles, between Kadamtala and Baluhati, which have been relaid with 30-lb. steel rails and sal sleepers.

Ballast.—The line is ballasted throughout.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 144 feet radius at Howrah town.

Gradients.—The line is practically level throughout.

Agreements and Local Government order—

Agreement, dated the 12th June 1889, *between the District Board of Howrah and Messrs. Walsh, Lovett and Company of Calcutta (the Promoters), for and on behalf of the Bengal District Road Tramways Company ;*
Agreement, dated the 16th July 1889, *between the District Board of Hooghly and Messrs. Walsh, Lovett and Company of Calcutta (the Promoters), for and on behalf of the Bengal District Road Tramways Company ;*
Agreement, dated the 27th September 1889, *between the Municipal Commissioners of Howrah and Messrs. Walsh, Lovett and Company of Calcutta (the Promoters), for and on behalf of the Bengal District Road Tramways Company ;*
} as to the grant of a concession of the right to construct, maintain and work the line from Howrah to Sheakhala.

The Bengal District Road Tramways Company order published under the Bengal Government, Public Works Department, Notification No. 112, dated the 26th March 1895, authorising the construction of the line from Howrah to Sheakhala.

Agreement, dated the 10th January 1898, *between the District Board of Hooghly and the Bengal District Road Tramways Company (Howrah-Sheakhala)*, providing for an increase in the amount of subsidy guaranteed to be paid by the District Board.

Main provisions of agreements and Local Government order—

(i) *Land.*—Provided at the cost of the Company, other than one side of portions of the road between Howrah and Sheakhala, the free use of which is authorised for the purpose of laying the line.

(ii) *Aid by the local authorities.*—The District Board of Howrah, for 21 years, with power of renewal, exempt the company from the tax on account of road cess, or exact only a nominal tax; and the District Board of Hooghly guarantee to make up the net profit of the Company equivalent to a dividend of 4 per cent per annum on the capital actually paid up and expended, subject to a maximum of Rs. 950 per annum per mile of line constructed and open. The Municipal Commissioners of Howrah allow to the Company free use of so much of the Municipal roads as is necessary for the purpose of laying the line, for a period of 20 years from the 27th March 1895; and thereafter levy a track rent of Rs. 2,000 per mile per annum.

(iii) *Distribution of profits.*—Surplus profits in excess of 4 per cent, after setting aside such sums as the Directors may decide, upon the capital for the time being of the Company are divisible between the District Board of Hooghly and the Company in proportion of $\frac{1}{3}$rd to the former and $\frac{2}{3}$rds to the latter.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 56.}{\text{Sub-head } (a)}$ **HOWRAH-SHEAKHALA LIGHT RAILWAY** (2′ 0″ gauge)—*concld.*

Main provisions of agreements and Local Government order—*concld.*

(iv) *Rates and fares.*—Certain maximum rates of fares for passengers and tariff of charges for goods have been fixed. Full control over charges of all kinds is reserved to the Local Government.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—

(*b*) Government bullion and coin, and the persons in charge thereof.—

} Not specified.

(vi) *Power of the Local authority to determine agreement.*—The District Board of Howrah or that of Hooghly, each in conjunction with the other and with the Municipal Commissioners of Howrah, have the right of determining the agreement and purchasing the line after 21 years from the date of the Local Government order authorising its construction. If purchased by the District Board of Howrah the price will be equal to the value of the whole line, *plus* a bonus of 20 per cent thereon; if purchased by the District Board of Hooghly the price will be the value of the whole line, *plus* a bonus of 15 per cent thereon.

(vii) *Power of the Company to surrender agreement.*—Nil.

(viii) *Term of agreement* [*if not determined under* (vi)].—None specified.

Statistics of working (Those for the periods prior to 1906 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Subsidy from, (+), or share of net profits to, (−), the District Board.	Total income.	Percentage of total income on total capital outlay given in column (3)	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10	11
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1906 . . .	19·75	6,23,896	90,595	37,047	5·94	−2,548	34,499	5·53	80	59·11
1907 . . .	19·75	6,24,966	95,232	39,226	6·28	−2,728	36,498	5·84	84	58·81
1908 . . .	19·75	6,33,299	1,01,052	34,303	5·42	−2,987	31,316	4·94	89	66·05
1909 . . .	19·75	6,50,458	1,07,476	38,522	5·92	−3,595	34,927	5·37	104	64·16
1910 . . .	19·75	6,56,173	1,19,792	63,350	9·65	−5,032	58,318	8·88	116	47·11
1911 . . .	19·75	6,56,138	1,26,090	62,171	9·48	−4,666	57,505	8·76	123	50·68
1912 . . .	19·75	6,61,685	1,41,087	74,861	11·31	−6,785	68,076	10·28	137	46·93
1st qr. of 1913	19·75	6,68,508	38,100	21,863	0·03	−2,213	19,650	0·03	148	42·62
1913-14 . .	19·75	7,18,108	1,57,837	69,653	9·69	−6,282	63,371	8·82	154	55·87
1914-15 . .	19·75	8,26,846	1,56,032	70,546	8·53	−7,231	63,315	7·66	152	54·78
1915-16 . .	19·75	7,70,777	1,62,490	62,125	8·06	−8,712	53,413	6·93	158	61·76

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 57. / Sub-head (*a*) **JAGADHRI LIGHT RAILWAY** (2′ 0″ gauge)—

Date of registration of the Company.—27th August 1909.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total
1	2	3	4
Jagadhri station to Jagadhri town	11-8-11	3·31	3·31

Details of construction—

Permanent-way.—The permanent-way consists of 24-lb. flat-footed steel rails laid on sâl and deodar sleepers.

Ballast.—The line is ballasted for about a furlong in one place only; the remainder is being ballasted gradually with broken bricks.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 573 feet radius.

Gradients.—The ruling gradient is 1 in 300.

Local Government order—

The Jagadhri Light Railway Company order of 1908, published under the Punjab Government Notification No. 754, dated the 15th December 1909, as to the construction, maintenance and working of a steam tramway from Jagadhri station to Jagadhri city.

Main provisions of Local Government order—

(i) *Land.*—Except the portions of the District Board and provincial roads in the district of Ambala which the line is authorised to cross, all land for the purpose of the undertaking is provided at the cost of capital.

(ii) *Government aid.*—Nil.

(iii) *Distribution of profits.*—The whole of the profits belong to the Company.

(iv) *Rates and fares.*—To be fixed from time to time by the Company with the approval of the Local Government.

(v) *Special obligations as to the conveyance of—*

(*a*) Mails, troops, police, high Government officials and Government stores.— } Not
(*b*) Government bullion and coin.— } specified.

(vi) *Power of the Government to determine contract.*—At the expiry of 21 years after first opening throughout for traffic, or at subsequent intervals of 10 years, the local authority, by giving 12 months' notice, has the right to terminate the contract and purchase the undertaking, with the previous sanction of the Local Government, by paying to the Company 25 times the yearly average net earnings of the line during the 3 years preceding the purchase with a maximum of 120 and minimum of 100 per cent of the cost price.

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract* [*if not determined under* (vi)]—None specified.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1911	3·31	1,05,600	7,903	503	0·47	9	93·64
1912	3·31	1,11,266	25,038	1,720	1·54	145	93·13
1st qr. of 1913 . .	3·31	1,11;467	6,962	1,497	1·34	160	78·48
1913-14 . . .	3·31	1,14,132	25,231	3,423	2·99	147	86·43
1914-15 . . .	3·31	1,13,636	22,320	2,758	2·42	130	87·43
1915-16 . . .	3 31	1,13,226	22,713	2,156	1 90	132	90·66

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 58}{\text{Sub-head } (a)}$. **JORHAT (PROVINCIAL) RAILWAY** (2′ 0″ gauge)—

This line was originally known as the "Kokila Mookh tramway" or the "Kokila Mookh State railway." Its construction out of the Provincial revenues of Assam, for the convenience of the numerous tea-gardens in the neighbourhood of Jorhat, was approved by the Government of India in their letter No. 621-R. C., dated the 11th August 1882.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Main line—				
Gosaigaon to Jorhat	13-9-83	7·00		
Jorhat to Dhali river	15-12-84	9·50		
Dhali river to Titabar	16-7-87	1·75		
			18·25	
Cold weather line—				
Gosaigaon to Borghop	22-10-01	4·75		
Borghop to a point further down the river	3-12-11	2·50		
			7·25	
Mariani branch—				
Chenimara Junction to Mariani	1-12-86	7·00		
			7·00	
TOTAL	...	...	...	32·50

Details of construction—

Permanent-way.—2·51 miles between Jorhat and Gosaigaon are laid with steel rails, 30 lbs. to the yard. About a mile, between Jorhat and Chenimara, 4·25 miles, between Chenimara and Mariani, 0·75 mile, between Chenimara and Titabar, and 4·00 miles, between Jorhat and Gosaigaon, and one mile between Gosaigaon and River terminus are laid with steel rails, 25 lbs. to the yard. The rest of the line, including the section from Gosaigaon to Borghop and the alternative cold weather section across Gosaigaon channel, is laid with steel rails, 18 lbs. to the yard.

Ballast.—The line is unballasted.

Fencing.—The line is not fenced.

Curves.—The sharpest curve is of 480 feet radius.

Gradients.—The ruling gradient is about 1 in 800, except on the Jorhat-Chenimara section where it is 1 in 400.

Contract—

Nil.—The line is owned and worked by the State.

Statistics of working (Those for the periods prior to 1905 will be found in Appendix 38 to the Report for 1907.)—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each year.*	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8	9	10
	Miles.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1905	30·25	9,08,441	78,600	2,458	0·27	36,480	—34,022	48	96·87
1906	31·75	9,09,185	92,540	12,995	1·43	32,515	—19,520	59	85·96
1907	31·75	9,29,798	91,667	523	0·06	31,723	—31,200	55	99·43
1908	31·75	9,29,930	1,01,098	11,258	1·21	31,681	—20,423	62	88·86
1909	31·65	9,52,583	99,533	11,283	1·18	31,748	—20,465	60	88·66
1910	30·00	9,68,204	95,976	7,529	0·78	31,959	—24,430	59	92·16
1911	32·00	9,72,295	1,09,457	31,354	3·22	32,885	—1,531	70	71·35
1912	32·50	9,84,343	1,22,406	33,068	3·36	33,541	—473	79	72·98
1st qr. of 1913.	32·50	10,43,645	30,528	9,324	0·89	10,369	—1,045	78	69·46
1913-14	32·50	10,64,859	1,30,065	39,846	3·74	35,717	+4,129	82	69·36
1914-15	32·50	10,71,745	1,21,520	—6,352	...	37,382	—43,734	78	105·23
1915-16	32·50	10,90,695	1,56,852	54,790	5·04	37,545	+17,245	98	64·97

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 59}{\text{Sub-head } (a)}$. **KULASE-KARAPATNAM-TISSIANVILLAI LIGHT RAILWAY** (2′ 0″ gauge)—

This line in the Tinnevelly district was originally constructed for the sole use of the East India Distilleries and Sugar Factories (Limited). Its maintenance and use for public traffic were authorised in Madras Government Order No. 1134-L., dated the 19th June 1914.

Progress in opening—

Section of railway.	Date of opening.	Miles.	Total.
1	2	3	4
Kulase-Karapatnam to Tissianvillai	18-7-15	18·00	18·00

Details of construction—

Permanent way.—The permanent-way consists of flat-footed steel rails 18 lbs. to the yard between the Factory and Kulase-Karapatnam Port and 14 lbs. to the yard, between Kulase-Karapatnam Port and Tissianvillai, laid on wooden and corrugated steel sleepers with clip and bolt.

Ballast.—The line is ballasted with sand.

Fencing.—The line is fenced with thorn hedges where it passes through private lands.

Curves.—The sharpest curve has a radius of 80 feet.

Gradients.—The ruling gradient is 1 in 80.

Local Government order—

Madras Government, Local and Municipal Department, order No. 1134-L., dated the 19th June 1914, authorising the East India Distilleries and Sugar Factory (Limited) to maintain and use for public traffic the tramway line laid by them between Kulase-Karapatnam and Tissianvillai in the district of Tinnevelly.

Main provisions of Local Government order—

(i) *Land.*—Private lands taken on lease from the owners and Government land on an annual rental of Rs. 10 per mile.

(ii) *Government aid.*—Nil.

(iii) *Rates and fares.*—Not stipulated in the Government order. But the promoters have, for the present, fixed 3 pies per mile for passengers (one class only), 1 pie per maund per mile for goods in wagon loads, *i.e.*, 4 tons, 1½ pie per maund for goods in less than wagon loads, 1 pie per mile for every 5 seers, or fraction thereof, of parcels, and ½ pie per mile for every 5 seers, or fraction thereof in excess of 2 cubic feet, of luggage allowed free per passenger.

(iv) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government Officials and Government stores—
(*b*) Government bullion and coin and the persons in charge thereof— } *Nil.*

(v) *Power of the Government to determine contract.*—After 50 years from the date of the order, the local authority may purchase the line by paying to the promoters twenty-five times the average annual net earnings of the line for the last 5 completed years previous to the date of purchase, subject to a minimum of 100 and a maximum of 125 per cent of the capital outlay.

The Government also may purchase the line for twenty-five times the average net earnings of the previous 3 years, subject to a minimum of 100 and a maximum of 120 per cent of the actual capital outlay, if, at any time, the line be connected with a railway and the proprietors fail to bring the line up to the standard required by the Indian Railways Act.

APPENDIX 1—*contd.*

History of railways constructed and in progress.

[For Index see page preceding this appendix.]

Number Main head 59 / Sub-head (a). KULASE-KARAPATNAM-TISSIANVILLAI LIGHT RAILWAY (2' 0" gauge) —*concld.*

Statistics of working—

Year.	Mileage open at end of the year.	Total capital outlay including suspense, to end of the year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1915-16 . .	18·00	2,86,260	17,630	5,141	2·02	19	70·64

Number Main head 60 / Sub-head (a). TARIKERE-NARASIMHARAJAPURA RAILWAY (2' 0" gauge)—

The construction of this line by the Mysore Durbar, under the provisions of the Mysore Tramway Regulation No. II of 1906, was sanctioned by the Government of India in the Foreign Department letter No. 3225-I.B., dated the 25th September 1913.

Progress in opening—

Sections of railway.	Date of opening.	Miles.	Total.	Grand total.
1	2	3	4	5
Tarikere, on the Birur-Shimoga railway, to Lakvalli ...	15-1-15	11·75		
			11·75	
UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION				
Lakvalli to Narasimharajapura (sanctioned on 25th September 1913).	...	14·70		
			14·70	
GRAND TOTAL ...	...	...	...	26·45

Details of construction—

Permanent-way.—The permanent-way consists of 24-lb. flat-footed rails laid on steel sleepers.

Ballast.—The line is for the present packed up on earth ballast.

Fencing.—The line is unfenced throughout.

Curves.—The radius of the sharpest curve is 119 feet.

Gradients.—From Tarikere the up grade is 1 in 50. The down grade is 1 in 66·6 uncompensated for curves.

Agreement—

Nil. The line is owned and worked by the Mysore Government.

Statistics of working—

Year.	Mileage open at end of each year.	Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Earnings per mile per week.	Proportion of expenses to earnings.
1	2	3	4	5	6	7	8
	Miles.	Rs.	Rs.	Rs.		Rs.	
1914-15 . .	12·00	2,50,673	Information not available.		...	...	...
1915-16 . .	11·75	2,97,416	7,625	—2,109	...	12	127·66

APPEN

Details of mileage open and

No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE FINANCIAL YEAR ENDED THE 31st MARCH 1916.					ROUTE MILEAGE OPEN ON THE 31st MARCH 1916.		
				Date of first opening.	Section opened. From	Section opened. To	Mileage opened. Single line.	Mileage opened. Second, third, etc., lines, as the case may be.	Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.
1	2	3	4	5	6	7	8	9	10	11	12
	5' 6" Gauge.								I.—STATE LINES WORKED		
1	Eastern Bengal ...	2-1-62	E. B. Ry.	23-11-15	Jadabpur ...	Baruipur ...	...	10·39 (2nd line).	404·06	132·92 (double) 1·69 (triple 21·47 (quadruple).	560·14
				18-2-16	Sealdah ...	Kakurgachi ...	...	0·79 (3rd and 4th lines.)			
								11·18		156·08	
2	North Western ...	13-5-61	N. W. Ry.	1-8-15	Hyderabad ...	Shahdadpur ...	...	45·50	(a) 3,038·43	720·07 (double)	3,758·50
				30-11-15	Sutlej Bridge	...	...	2·15			
								47·65			
3	Oudh and Rohilkhand ...	23-4-67	O. & R. Ry.	...	...	...	...	...	(c) 1,503·13	21·22 (double)	1,524·35
	Total ...	...	...	...	...	...	...	* 58·83	4,945·62	897·37	5,842·99
	3' 3½" Gauge.										
4	Cawnpore-Burhwal (3' 3½" gauge) link.	24-11-96	B. & N. W. Ry. Co.	...	...	...	...	...	(f)80·34	...	80·34
5	Eastern Bengal ...	28-8-77	E. B. Ry.	...	...	...	...	...	1,036·38	7·29 (double)	1,043·67
6	Oudh and Rohilkhand ...	1-4-99	B. & N. W. Ry. Co.	...	...	...	...	...	(g)2·18	...	2·18
	Total ...	...	...	...	...	...		...	1,118·90	7·29	1,126·19
	2' 6" Gauge.										
7	Eastern Bengal ...	18-7-81	E. B. Ry. ...	...	...	...	...	...	35·10	...	35·10
8	Kalka-Simla ...	9-11-03	N. W. Ry.	...	...	...	...	...	59·92	...	59·92
9	Kohat-Thal ...	1-4-03		...	...	...	...	...	61·75	...	61·75
10	Nowshera-Durgai ...	1-1-01		...	...	...	...	...	40·25	...	40·25
11	Trans-Indus (Kalabagh-Bannu).	15-6-18		...	...	...	...	...	88·91	...	88·91
	Total ...	...	...	...	...	...	...	...	285·93	...	285·93
	2' 0" Gauge.										
12	Jorhat (Provincial) ...	15-12-84	Assam Administration.	...	...	...	...	...	32·50	...	32·50
	Total State lines worked by the State.	...	...	...	...	...		58·83	6,382·95	904·66	7,287·61

DIX 2.

sanctioned for construction.

TRACK MILEAGE OPEN ON THE 31st MARCH 1916.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION ON THE 31st MARCH 1916.						Serial No.	Remarks.
					Section sanctioned.		Mileage sanctioned.			
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	From	To	Single line.	Second, third, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	23
BY THE STATE.										
760·85	346·15	1,107·00	...	...	...	...	...	...	1	
4,478·57	1,246·52	(b) 5,725·09	...	...	...	...	...	...	2	
1,545·57	(d)338·24	1,883·81	13-12-10	O. & R. Ry.	Sumerpore...	Belatal	(e) 64·55	...	3	
6,784·99	1,930·91	8,715·90	...	...	...	...	64·55	...		
80·34	(d)11·32	91·66	...	...	...	...	...	...	4	
1,050·96	293·23	1,344·19	...	...	...	...	...	...	5	
2·18	...	2·18	...	...	...	...	...	...	6	
1,133·48	304·55	1,438·03	...	...	...	...	...	...		
35·10	1·85	36·95	...	...	...	...	...	...	7	
59·92	9·27	69·19	...	...	...	...	...	...	8	
61·75	7·08	68·83	...	...	...	...	...	...	9	
40·25	6·00	46·25	...	...	...	...	...	...	10	
88·91	7·10	96·01	17-1-13	N. W. Ry.	Laki ...	Tank ...	(h)46·48	...	11	
285·93	31·30	317·23	...	...	...	...	46·48	...		
32·50	2·04	34·54	...	...	...	...	...	...	12	
8,236·90	2,238·80	10,505·70	...	...	...	...	111·03	...		

(a) Includes 26·28 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Bhatinda and Kot Kapura over which the Bombay, Baroda and Central India (3′ 3⅜″ gauge) railway trains also work.

(b) Excludes 9·62 miles of sidings constructed but not worked, as also 1·68 miles of main line and 4·39 miles of sidings of the Delhi Durbar railway worked over by the East Indian railway.

(c) Excludes 2·18 miles of 3′ 3⅜″ gauge line at Benares shown under 3′ 3⅜″ gauge, but includes 16·79 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line, between Burhwal and Bara Banki, 1·17 miles of 3′ 3⅜″ gauge track over the Ramgunga bridge, Bareilly, and 0·49 mile of mixed (5′ 6″ and 3′ 3⅜″) gauge track over the Ramgunga bridge, Moradabad, over which the Rohilkund and Kumaon railway trains also work.

(d) Includes 1·06 miles of 3′ 3⅜″ gauge sidings on mixed (5′ 6″ and 3′ 3⅜″) gauge section between Burhwal and Bara Banki.

(e) Not commenced.

(f) Excludes 3·40 miles of the Lucknow-Bareilly railway, between Aishbagh and Daliganj worked over, but includes 16·79, miles referred to in remark (c) above.

(g) Length between the O. & R. Ry. Cantonment and the B. & N. W. Ry. City stations at Benares.

(h) Since opened.

APPEN

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE FINANCIAL YEAR ENDED THE 31st MARCH 1916.					ROUTE MILEAGE OPEN ON THE 31st MARCH 1916.		
				Section opened.			Mileage opened.				
				Date of first opening.	From	To	Single line.	Second, third, etc., lines, as the case may be.	Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.
1	2	3	4	5	6	7	8	9	10	11	12
	5' 6" Gauge.										
											II.—STATE LINES WORKED
13	Agra-Delhi Chord ...	15-11-04	G. I. P. Ry. Co.	...	...	...	...	...	123·10	2·78 (double)	125·88
14	Baran-Kotah ...	1-7-08		...	...	...	...	...	40·29	...	40·29
15	Bengal-Nagpur ...	6-4-60	B. N. Ry. Co.	1-4-15	Chandrapura	Bermo ...	11·58	...	1,782·34	106·21 (double)	1,888·55
				4-1-16	Bankura ...	Adra ...	...	32·98 2nd line.			
							11·58	32·98			
16	Bezwada Extension ...	10-2-89	N. G. S. Ry. Co.	...	...	...	...	...	20·58	...	20·58
17	Bhopal-Itarsi (British section).	1-6-82	G. I. P. Ry. Co.	...	...	...	...	...	12·13	...	12·13
18	Bombay, Baroda and Central India.	10-2-60	B. B. & C. I. Ry. Co.	...	...	...	...	...	738·84	257·21 (double)	996·05
19	Cawnpore-Banda ...	21-4-18	G. I. P. Ry. Co.	...	...	...	...	...	75·71	...	75·71
20	East Indian	15-8-54	E. I. Ry. Co.	19-4-15	Topsi-Baraboni chord (portion)		2·71	...	1,508·86	610·72 (double) 24·21 (triple) 3·58 (quadruple) 0·85 (sextuple).	2,448·22
				7-8-15	Uttarpara ...	Lillooah ...	...	3·62 (3rd line.)		639·36	
21	Great Indian Peninsula	18-4-53	G. I. P. Ry. Co.	1-11-15	Amla ...	Parasia ...	53·86	...	1,859 75	672·03 (double) 22·57 (quadruple.)	2,554·35
				9-11-15	Murtajapur	Badnera	...	25·50 (2nd line.)		694·60	
				17-3 16	Portion between Thana and Kalyan.		...	1·57 (3rd and 4th lines)			
							53·86	27·07			
22	Madras and Southern Mahratta.	1-7-56	M. & S. M. Ry. Co.	18-3-16	Guntur ...	Tenali ...	15·86	...	1,002·65 (e)	44·94 (f) (double)	1,047·59
23	South Bihar (g) ...	5-7-99	E. I. Ry. Co.	...	...	...	...	...	79·19	...	79·19
24	South Indian ...	23-5-60	S. I. Ry. Co.	...	...	...	...	...	445·9 4	...	445·94
	Total ...	...	...	...	...	...	84·01	63·67	7,989·38	1,745·10	9,734·48

DIX 2—*contd.*

sanctioned for construction.

TRACK MILEAGE OPEN ON THE 31ST MARCH 1916.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION ON THE 31ST MARCH 1916.						Serial No.	Remarks.
					Section sanctioned.		Mileage sanctioned.			
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	From	To	Single line.	Second, third, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	23
BY COMPANIES.										
128·66	50·02	178·68	..	...	...	...	...	...	13	
40·29	3·39	43·68	...	...	...	...	...	...	14	(a) Work commenced on 37·48 miles only.
1,994·76	483·14	2,477·90	26-1-06	B. N. Ry. Co.	Raipur ...	Parvatipuram	(a)260·67	..	15	
			27-12-12		Adra ...	Bhojoodih ...	...	18·45 (2nd line).		
							260·67	18·45		
20·58	1·45	22·03	...	...	...	...	...	...	16	
12·13	(b)	12·13	...	...	...	...	...	...	17	(b) Included with the Native State section, serial No. 141.
1,253·26	273·74	1,527·00	...	...	...	...	...	...	18	
75·71	7·27	82·98	...	...	...	...	...	...	19	
3,122·37	1,033·00	4,155·37	23-5-13	E.I.Ry. Co.	Portion of Toposi-Baraboni Chord.		(c)3·70	...	20	(c) Not commenced.
			21-4-13		Baidyabati	Bhadreswar	...	2·46 (3rd line)		
			27-5-13		Burdwan ...	Saktigarh ...	...	8 00 (3rd &4th lines)		
			27-5-13		Saghtigarh	Kamarkundu	29·80	29 80 (2nd line)		
			9-6-15		Kamarkundu	Bally ...	15·22	15·22 (2nd line)		
			9-6-15		Bally ...	Lillooah ...	...	2 35 (3rd & 4th lines)		
			23-11-14		Allahabad Fort Branch extension to Daraganj.		1 85			
							50·57	57·83		
3,294·09	765·97	4,060·06	8-6-08	G. I. P. Ry. Co.	Amla ...	Pandhurna	38·80	...	21	
			8-6-08		Pandhurna	Nagpur ...	64·94	...		
			6-3-12		Tank Bundur	Victoria Terminus.	(d) 1·96	1·96 (2nd line.)		(d) This is an overhead connection of the Harbour Branch extension.
							105·70	1·96		
1,092·53	211·63	1,304·16	...	...	...	...	...	...	22	(e) Includes 2·97 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Bezwada and Tadepalli.
										(f) Includes 0·46 mile being portion of line between North facing points and North outer signals at Waltair treated as double line, and 1·05 miles of double line from Washermenpet to Basin Bridge Junction.
79·19	8·63	87·82	...	...	...	...	...	...	23	(g) Although a leased line, it is for convenience shown under the head "State lines worked by Companies."
445·94	72 28	518·22	...	...	...	...	...	...	24	
11,559·51	2,910·52	14,470·03	...	...	...	...	416·94	78·24		

APPEN

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE FINANCIAL YEAR ENDED THE 31st MARCH 1916.					ROUTE MILEAGE OPEN ON THE 31st MARCH 1916.		
				Date of first opening.	Section opened. From	Section opened. To	Mileage opened. Single line.	Mileage opened. Second, third, etc., lines, as the case may be.	Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.
1	2	3	4	5	6	7	8	9	10	11	12
	3′ 3⅜″ Gauge.								II.—STATE LINES WORKED		
25	Assam-Bengal ...	1-7-95	A. B. Ry. Co.	1-4-15 1-4-15	Kusiyara ... Ashuganj wago'n ferry.	Sylhet ...	15·14 0 80 15·94	... ...	(a) 807·92	...	807·92
26	Bombay, Baroda and Central India.	14-2-73	B. B. & C. I. Ry. Co.	26-6-15	Delhi Main ...	Nangal Raya...	5·73	...	(b) 1,818·60	(c) 3·01 (double)	1,821·61
27	Burma	2-5-77	B. Rys. Co.	...	...	...	...	...	1,222·91	118·94 (double)	1,341·85
28	Burma extensions ...	15-4-07	B. Rys. Co.	...	...	...	...	...	186·93	...	186·93
29	Dhone-Kurnool ...	1-1-09	M. & S. M. Ry. Co.	...	...	...	...	...	32·00	...	32·00
30	Jodhpur-Hyderabad (British section) (g).	18-8-92	J. B. Ry. ...	...	...	...	...	...	123·98	...	123·98
31	Lucknow-Bareilly ...	12-10-84	R. & K. Ry. Co.	...	...	...	...	...	312·51	...	312·51
32	Madras and Southern Mahratta.	24-3-84	M. & S M. Ry. Co.	...	...	...	...	...	(h) 1,519·60	...	1,519 60
33	Mysore section (Madras and Southern Mahratta railway).	1-2-81		...	...	...	...	...	296·28	...	296·28
34	Nilgiri	15-6-99	S. I. Ry. Co.	...	...	...	...	...	28·96	...	28·96
35	Palanpur-Deesa (i) ...	8-11-93	B. B. & C. I. Ry. Co.	...	...	...	...	...	17·28	...	17·28
36	South Indian ...	15-7-61	S. I. Ry. Co.	...	...	...	...	...	881·49	...	881·49
37	Southern Shan States ...	15-6-12	B. Rys. Co.	...	...	...	...	...	69·68	...	69·68
38	Tinnevelly-Quilon (Travancore) (British section).	1-6-02	S. I. Ry. Co.	...	...	...	...	...	50·41	...	50·41
39	Tirhoot	1-11-75	B. & N. W. Ry. Co.	7-5-15 1 11-15	Rusera Ghat... Hasanpur Road	Hasanpur Road Khagaria ...	10·43 24·65 35·08	... ...	815·57	10·05 (double)	825·62
	Total	...	...	...	...	...	56·75	...	8,184·12	132·00	8,316·12

DIX 2—*contd.*

sanctioned for construction.

TRACK MILEAGE OPEN ON THE 31ST MARCH 1916.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION ON THE 31ST MARCH 1916.						Serial No.	Remarks.
					Section sanctioned.		Mileage sanctioned.			
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	From	To	Single line.	Second, third, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	23
BY COMPANIES—*contd.*										
807·92	155·39	963·31	4-9-14 18-11-12 11-6-14	A. B. Ry. Co.	Daulat Kardi Fenchuganj Nagiminara	Bhairab Bazar Kusiyara Ghat branch.	3·54 1·34 2·29	... ...	25	(*a*) Excluding 56 miles of the Hill section, between Damchara and Maibang, under re-construction.
							7·17			
(*d*) 1,824·62	(*e*) 382·17	2,206·79	...	...	...	...	...	...	26	(*b*) Includes 11·19 miles on 5′ 6″ gauge, of which 2·10 miles at Ujjain and 0·29 mile at Idgah (Agra) are worked by the Bombay, Baroda and Central India railway (5′ 6″ gauge), 3·07 miles at Agra worked by the East Indian railway and 5·73 miles, Delhi Main to Nangal Raya, worked by the North Western Railway.
1,460·79	327·70	1,788·49	...	...	...	...	...	...	27	(*c*) Includes 0·09 mile on 5′ 6″ gauge at Delhi worked by the Agra-Delhi Chord railway.
										(*d*) Includes 11·37 miles on the 5′ 6″ gauge.
										(*e*) Includes 14·36 miles on the 5′ 6″ gauge.
186·93	44·35	231·28	1-6-06	B. Rys. Co.	Begayet ...	Neikban ...	(*f*) 66·25	...	28	(*f*) In abeyance.
32·00	2·82	34·82	...	...	...	...	...	...	29	
123·98	18·22	142·20	...	...	...	...	...	...	30	(*g*) The Native State section of this railway forms an integral part of the Jodhpur railway.
312·51	61·50	374·01	...	...	...	...	...	...	31	
1,519·60	171·50	1,691·10	...	...	...	...	...	...	32	(*h*) Includes 2·97 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Bezwada and Tadepalli Block hut.
296·28	31·84	328·12	...	...	...	...	...	...	33	
28·96	4·52	33·48	...	...	...	...	...	...	34	(*i*) This line is the joint property of Government and the Palanpur Durbar.
17·28	1·29	18·57	...	...	...	...	...	...	35	
881·49	165·50	1,046·99	...	...	...	...	...	...	36	
69·68	7·65	77·33	23-7-09	B. Rys. Co.	Aungban ...	Yawnghwe	(*j*)34·25	...	37	(*j*) Not commenced.
50·41	(*k*)13·30	63·71	...	...	...	...	...	...	38	(*k*) Includes sidings on the Native State section, serial No. 164.
835·67	162·06	997·73	...	...	...	...	...	...	39	
8,448·12	1,549·81	9,997·93	...	...	...	...	107·67	...		

APPEN

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE FINANCIAL YEAR ENDED THE 31st MARCH 1916.					ROUTE MILEAGE OPEN ON THE 31ST MARCH 1916.		
				SECTION OPENED.			MILEAGE OPENED.				
				Date of first opening.	From	To	Single line.	Second, third, etc., lines, as the case may be.	Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.
1	2	3	4	5	6	7	8	9	10	11	12
	2′ 6″ GAUGE.										
	II.—STATE LINES WORKED										
40	Broach-Jambusar ...	23-11-14	B. B. C. I. Ry. Co.	...	...	...	...	...	29·78	...	29·78
41	Gondia-Chanda ...	10-11-08	B. N. Ry. Co.	20-2-16	Babupeth ...	Chanda Fort ...	1·07	...	217·13	...	217·13
42	Jubbulpore-Gondia Extension.	18-4-08	B. N. Ry. Co.	...	...	...	...	...	311·81	...	311·81
43	Morappur-Hosur ...	18-1-06	S. I. Ry. Co.	...	...	...	...	...	73·40	...	73·40
44	Nagpur-Chhindwara ...	1-1-11	B. N. Ry. Co.	...	...	...	...	...	93·93	...	93·93
45	Purulia-Ranchi ...	15-11-07	B. N. Ry. Co.	...	...	...	...	...	115·30	...	115·30
46	Raipur-Dhamtari ...	10-9-00	B. N. Ry. Co.	...	...	...	...	...	56·94	...	56·94
47	Tirupattur-Krishnagiri...	18-9-05	S. I. Ry. Co.	...	...	...	...	...	25·38	...	25·38
	Total ...	...	...	...	...	...	1·07	...	923·67	...	923·67
	Total State lines worked by Companies.	...	...	...	...	...	141·83	63·67	17,097·17	1,877·10	18,974·27
	III.—BRANCH LINE COMPANIES' RAILWAYS										
	2′ 6″ GAUGE.								(A) WORKED BY THE		
48	Ahmadpur-Katwa ...	...	...	...	...	...	...	...	...	...	...
49	Bankura-Damoodar River	...	...	...	...	...	...	...	...	...	...
50	Burdwan-Katwa ...	1-12-15	B. K. Ry. Co.	1-12-15	Burdwan ...	Katwa ...	32·52	...	32·52	...	32·52
51	Futwah-Islampur ...	...	...	...	...	...	...	...	...	...	...
52	Kalighat-Falta ...	...	...	...	...	...	...	...	...	...	...
	Total (A) ...	...	...	...	...	...	32·52	...	32·52	...	32·52
	5′ 6″ GAUGE.								(B) WORKED BY THE		
53	Hardwar-Dehra ...	1-3-00	O. & R. Ry.	...	...	...	...	...	32·04	...	32·04
	3′ 3⅜″ GAUGE.										
54	Chaparmukh-Silghat ...	...	...	...	...	...	...	...	...	...	...
55	Katakhal-Lalabazar ...	...	...	...	...	...	...	...	...	...	...
	Total ...	...	...	...	...	...	...	...	...	...	...
	2′ 6″ GAUGE.										
56	Dasghara-Jamalpurganj	...	...	...	...	...	...	...	...	...	...
	Total (B) ...	...	...	...	...	...	...	...	32·04	...	32·04
	Total Branch line Companies' railways under guarantee terms.	...	...	...	...	...	32·52	...	64·56	...	64·56
	IV.—BRANCH LINE COMPANIES' RAILWAYS										
	2′ 6″ GAUGE.								(A) WORKED BY THE		
57	Champaner-Shivrajpur Light.	2-2-11	Guzerat Rys. Co.	...	...	...	...	...	24·95	...	24·95
58	Godhra-Lunavada ...	4-2-13	Guzerat Rys. Co.	...	...	...	...	...	25·45	...	25·45
59	Nadiad-Kapadvanj ...	5-3-13	Guzerat Rys. Co.	...	...	...	...	...	27·86	...	27·86
	Total (A) ...	...	...	...	...	...	...	...	78·26	...	78·26

DIX 2—*contd.*

sanctioned for construction.

TRACK MILEAGE OPEN ON THE 31st MARCH 1916.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION ON THE 31st MARCH 1916.						Serial No.	Remarks.
					Section sanctioned.		Mileage sanctioned.			
Running track.	Sidings.	Total.	Date of first sanction.	Agency for construction.	From	To	Single line.	Second, third, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	23
BY COMPANIES—*concld.*										
29·78	3·07	32·85	...	...	...	...	...	...	40	
217·13	19·39	236·52	...	...	...	...	...	...	41	
311·81	39·48	351·29	24-6-04	B. N. Ry. Co.	Khirsadoh...	Sirgora ...	(*b*) 8·43	...	42	(*b*) Not commenced.
73·40	4·15	77·55	...	...	...	...	...	...	43	
93·93	7·59	101·52	...	...	...	...	...	...	44	
115·30	10·25	125·55	...	...	...	...	...	...	45	
56·94	3·82	60·76	...	...	...	...	...	...	46	
25·38	2·52	27·90	...	...	...	...	...	...	47	
923·67	90·27	1,013·94	...	...	...	...	8·43	...		
20,931·30	4,550·60	25,481·90	...	...	...	...	533·04	78·24		
UNDER GUARANTEE TERMS. BRANCH LINE COMPANY.										
...	...	...	16-11-14	A. K. Ry. Co.	Ahmadpur...	Katwa ...	32·19	...	48	
...	...	...	1-5-14	B. D.R.Ry. Co.	Bankura ...	Raina ...	60·60	...	49	
32·52	4·31	36·83	...	...	...	...	...	...	50	
...	...	...	24-9-15	F.I.Lt.Ry. Co.	Futwah ...	Islampur ...	27·00	...	51	
...	...	...	3-5-15	K.F.Ry.Co.	Kalighat ...	Falta ...	25·91	...	52	
32·52	4·31	36·83	...	...	...	...	145·70	...		
MAIN LINE										
32·04	4·47	36·51	...	...	...	...	...	...	53	
...	...	...	5.10.15	A. B. Ry.	Chaparmukh	Silghat ...	50·00	...	54	
...	...	..	9-3-16	A. B. Ry.	Katakhal ...	Lalabazar ...	23·30	...	55	
...	...	...	...	...	...	...	73 30	...		
...	...	...	17-2-15	B.P.Ry.Co.	Dasghara ...	Jamalpurgunj	8·30	...	56	
32·04	4·47	36·51	...	...	...	...	81·60	...		
64·56	8·78	73·34	...	...	...	...	227·30	...		
UNDER REBATE TERMS. BRANCH LINE COMPANY.										
24·95	3·09	28 04	24-1-13	Guzerat Rys. Co.	Ghanta ...	Paui ...	6·13	...	57	
25·45	1·95	27·40	...	...	...	...	...	...	58	
27·86	4·02	31·88	...	...	...	...	...	...	59	
78·26	9·06	87·32	...	...	...	...	6·13	...		

APPEN

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE FINANCIAL YEAR ENDED THE 31st MARCH 1916.					ROUTE MILEAGE OPEN ON THE 31st MARCH 1916.		
					SECTION OPENED.		MILEAGE OPENED.				
				Date of first opening.	From	To	Single line.	Second, third, etc., lines, as the case may be.	Single line.	Double treble, etc., lines, as the case may be.	Total route mileage
1	2	3	4	5	6	7	8	9	10	11	12
						IV.—BRANCH LINE COMPANIES' RAILWAYS					
											(B)—WORKED BY
	5' 6" GAUGE.										
60	Amritsar-Patti ...	21-9-06	N. W. Ry.	...	...	...	...	...	54·26	...	54·26
61	Jullundur-Mukerian ...	1-1-15	N. W. Ry.	...	...	...	...	...	44·80	...	44·80
62	Mandra-Bhaun ...	1-5-15	N. W. Ry.	1-5-15	Mandra ...	Dhudial ...	27·25	...	46·38	...	46·38
				1-6-15	Dhudial ...	Chak Naurang	4·25	...			
				1-9-15	Chak Naurang	Chakwal ...	7·36	...			
				15-1-16	Chakwal ...	Bhaun ...	7·02	...			
							46·38				
63	Phagwara-Rahon ...	1-4-15	N. W. Ry.	1-4-15	Phagwara ...	Kariah ...	17·84	...	25·84	...	25·84
				27-5-15	Kariah ...	Rahon ...	8·00	...			
							25·84				
64	Sara-Sirajganj ...	1-7-15	E. B. Ry.	1-7-15	Ishurdi ...	Bhangoora Ghat	22·37	...	22·37	...	22·37
65	Sialkot-Narowal ...	10-11-15	N. W. Ry.	10-11-15	Sialkot ...	Kila Sobha Singh.	27·15	...	38·15	...	38·15
				10-1-16	Kila Sobha Singh.	Narowal ...	11·00	...			
							38·15				
66	Southern Punjab (Main line).	10-11-97	N. W. Ry.	...	...	...	...	...	422·50	1·56	424·06
67	Southern Punjab (Jullundur Doab).	23-6-12	N. W. Ry.	...	...	...	...	...	130·19	...	130·19
68	Southern Punjab (Ludhiana Extension.)	10-6-05	N. W. Ry.	...	...	...	...	...	152·04	...	152·04
69	Southern Punjab (Sutlej Valley).	6-7-10	N. W. Ry.	...	...	...	...	...	206·19	...	206·19
70	Tapti Valley ...	1-12-98	B. B. & C. I. Ry. Co.	...	...	...	...	...	155·48	...	155·48
	Total ...	...	...	...	...	...	132·74	...	1,300·20	1·56	1,301·76
	5' 3⅜" GAUGE.										
71	Ahmedabad-Dholka ...	23-2-03	B. B. & C. I. Ry. Co.	...	...	...	...	...	33·54	...	33·54
72	Ahmedabad-Parantij ...	1-5-97	B. B. & C. I. Ry. Co.	...	...	...	...	...	88·70	...	88·70
73	Mymensingh-Jamalpur-Jagannathganj.	15-10-98	E. B. Ry.	...	...	...	...	...	53·66	...	53·66
	Total ...	...	...	...	...	...	...	...	175·90	...	175·90
	2' 6" GAUGE.										
74	Dhond-Baramati ...	20-5-14	G. I. P. Ry. Co.	...	...	...	...	...	27·26	...	27·26
75	Ellichpur-Yeotmal ...	1-12-13	G. I. P. Ry. Co.	30-9-15	Karanja ...	Yeotmal ...	49·75	...	117·23	...	117·23
76	Jacobabad-Kashmor ...	1-12-14	N. W. Ry.	...	...	...	...	...	76·70	...	76·70
77	Khulna-Bagirhaut ...	...	...	...	...	...	...	...	...	...	...
78	Larkhana-Jacobabad ...	...	...	...	...	...	...	...	...	...	...
79	Mayurbhanj Extension...	...	...	...	...	...	...	...	...	...	...
80	Pachora-Jamner ...	...	...	...	...	...	...	...	...	...	...
81	Pulgaon-Arvi ...	...	...	...	...	...	...	...	...	...	...
	Total ...	...	...	...	...	...	49·75	...	221·19	...	221·19
	2' 0" GAUGE.										
82	Darjeeling-Himalayan Extensions.	16-3-14	D. H. Ry. Co.	1-5-15	Naksalbari ...	Taiabpur ...	24·25	...	95·44	...	95·44
				1-5-15	Sevoke ...	Riyang ...	11·75	...			
				21-9-15	Riyang ...	Kalimpong Road.	4·59	...			
							40·59				
	Total (B) ...	...	...	...	...	...	223·08	...	1,792·73	1·56	1,794·29
	Total branch line Companies' railways under rebate terms.	...	...	...	...	...	223·08	...	1,870·99	1·56	1,872·55

DIX. 2—*contd.*

sanctioned for construction.

TRACK MILEAGE OPEN ON THE 31ST MARCH 1916.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION ON THE 31ST MARCH 1916.						Serial No.	Remarks.
					Section sanctioned.		Mileage sanctioned.			
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	From	To	Single line.	Second, third, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	23
UNDER REBATE TERMS—*concld.*										
THE MAIN LINE.										
54·26	8·12	62·38	...	...	...	...	...	...	60	
44·80	3·87	48·67	...	...	...	...	...	...	61	
46·38	3·91	50·29	...	...	...	...	...	...	62	
25·84	2·97	28·81	7-3-16	(*b*)	Nawashahr	Jaijon ...	(*a*)19·00	...	63	(*a*) Not commenced. (*b*) Hoshiarpur Doab Branch Railways Company.
22·37	5·67	28·04	10-10-13	E. B. Ry....	Bhangoora Ghat.	Sirajganj ...	27·54	...	64	
38·15	4·00	42·15	...	...	...	...	...	...	65	
425·62	91·30	516·92	...	...	...	...	...	...	66	
130·19	16·50	146·69	...	...	...	...	...	...	67	
152·04	16·62	168·66	...	...	...	...	...	...	68	
208·19	22·28	230·47	...	...	...	...	...	...	69	
155·48	10·23	165·71	...	...	...	...	...	...	70	
1,303·32	185·47	1,488·79	...	...	...	...	46·54	...		
33·54	2·78	36·32	...	...	...	...	...	...	71	
88·70	(*c*) 13·58	102·28	...	...	...	...	...	...	72	(*c*) Includes 1·63 miles on the 5′ 6″ gauge.
53·66	11·65	65·31	...	...	...	...	...	...	73	
175·90	28·01	203·91	...	...	...	...	...	...		
27·26	1·70	28·96	...	...	...	...	...	...	74	
117·23	9·26	126·49	...	...	...	...	...	...	75	
76·70	3·54	80·24	...	...	...	...	...	...	76	
...	...	...	9-3-16	E. B. Ry.	Khulna ...	Bagirhaut ...	20·53	...	77	
...	...	...	9-3-16	L. J. (Sind) Lt. Ry.	Larkhana ...	Jacobabad...	75·45	...	78	
...	...	...	11-9-15	B. N. Ry.	Baripada ...	Talbond ...	38·92	...	79	
...	...	...	17-2-15	G. I. P. Ry. Co.	Pachora ...	Jamner ...	34·62	...	80	
...	...	...	30-9-14	G. I. P. Ry. Co.	Pulgaon ...	Arvi ...	21·75	...	81	
221·19	14·50	235·69	...	...	...	...	191·27	...		
95·44	2·78	98·22	...	...	...	...	...	...	82	
1,795·85	230·76	2,026·61	...	...	...	...	237·81	...		
1,874·11	239·82	2,113·93	...	...	...	...	243·94	...		

APPEN

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE FINANCIAL YEAR ENDED THE 31ST MARCH 1916.					ROUTE MILEAGE OPEN ON THE 31ST MARCH 1916.		
					SECTION OPENED.		MILEAGE OPENED.				
				Date of first opening	From	To	Single line.	Second, third, etc., lines, as the case may be.	Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.
1	2	3	4	5	6	7	8	9	10	11	12
						V.—BRANCH LINE COMPANIES' RAILWAYS					
	3′ 3⅜″ GAUGE.										
83	Mymensingh-Bhairab Bazar.	...	...	...	...	...	...	...	...	...	...
	Total branch line Companies' railways under guarantee and rebate terms	...	...	...	...	...	...	...	...	...	...
						VI.—COMPANIES LINES SUBSIDIZED					
	5′ 6″ Gauge.										
84	Delhi-Umballa-Kalka ...	1-3-91	E. I. Ry. Co.	...	...	...	...	...	191·64	...	191·64
	3′ 3⅜″ GAUGE.										
85	Bengal and North-Western. (a)	2-4-84	B. & N. W. Ry. Co.	...	...	...	...	...	1,240·92	...	1,240·92
86	Bengal Dooars extensions (a)	20-4-00	B. D. Ry. Co.	...	...	...	...	...	116·56	...	116·56
87	Mirpur Khas-Jhudo (a) ..	18-4-09	J. B. Ry.	...	...	...	...	...	50·43	...	50·43
88	Mirpur Khas-Khadro (a)	1-1-12	J. B. Ry.	...	...	...	...	...	49·50	...	49·50
89	Rohilkund and Kumaon	12-10-84	R. & K. Ry. Co.	18-3-16	Shahbaz nagar	Shahjahanpur	2.52	...	258·84	...	258·84
	Total ...	...	...	...	...	...	2·52	...	1,716·25	...	1,716·25
	2′ 6″ GAUGE.										
90	Barsi Light (a) ...	1-3-97	B. Lt. Ry. Co.	16-7-15	30·56 miles from Kurduvadi	Pandharpur town.	1·78	...	117·50	...	117·50
91	Dehri-Rohtas Light ...	6-2-11	D. R. Lt. Ry. Co.	...	...	...	...	...	23·83	...	23·83
92	Dwara-Therria Light (a)	...	...	...	...	...	...	...	...	...	...
93	Powayan Light (a) ...	17-6-90	R. & K. Ry. Co.	...	...	...	...	...	39·50	...	39·50
94	Shahdara (Delhi)-Saharanpur Light. (a)	7-5-07	S. S. Lt. Ry. Co.	...	...	...	...	...	92·50	...	92·50
	Total ...	...	...	...	...	...	1·78	...	273·33	...	273·33
	2′ 0″ GAUGE.										
95	Matheran Light (a) ...	22-3-07	G. I. P. Ry. Co.	...	...	...	...	...	12·61	...	12·61
	Total Companies' lines subsidized by the Government of India.	...	...	...	...	...	4·30	...	2,193·83	...	2,193·83
						VII.—COMPANIES' LINES SUBSIDIZED					
	3′ 3⅜″ GAUGE.										
96	Dibru-Sadiya ...	15-8-82	Assam Rys. & Trading Co.	...	...	...	...	...	86·02	...	86·02
	2′ 6″ GAUGE.										
97	Buthidaung-Maungdaw...	...	...	...	...	...	...	...	...	...	...
	2′ 0″ GAUGE.										
98	Darjeeling-Himalayan ...	23-8-80	D. H. Ry. Co.	...	...	...	...	...	51·00	...	51·00
	Total Companies' lines subsidized by Local Governments	...	...	...	...	...	...	...	137·02	...	137·02

DIX 2—*contd.*

sanctioned for construction.

TRACK MILEAGE OPEN ON THE 31ST MARCH 1916.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION ON THE 31ST MARCH 1916.							
					SECTION SANCTIONED.		MILEAGE SANCTIONED.			
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	From	To	Single line.	Second, third, etc., lines, as the case may be.	Serial No.	REMARKS.
13	14	15	16	17	18	19	20	21	22	23
UNDER GUARANTEE AND REBATE TERMS.										
...	...	...	5-5-15	A. B. Ry. Co.	Mymensingh Jhanjail ... Gouripur Shamgunj...	Bhairab Bazar Bagmara ... Bagmara ... Netrakona...	71·42 13·00 18·00 10·81 113·23	...	83	
...	...	...	...	...	...	...	...	...		
BY THE GOVERNMENT OF INDIA.										
191·64	24·88	216·52	11-9-13	D. U. K. Ry. Co.	Panipat ...	Mile 14·81 ...	14·81	...	84	
1,240·92	197·30	1,438·22	...	...	...	...	...	...	85	(a) Receives land only from Government.
116·56	14·43	130·99	26-9-13	B.D.Ry. Co.	Chalsa ...	Matelli ..	5·31	...	86	
50·43	2·63	53·06	...	...	...	...	...	...	87	
49·50	3·00	52·50	...	...	...	...	...	...	88	
258·84	37·40	296·24	...	...	...	...	...	...	89	
1,716·25	254·76	1,971·01	...	...	...	...	5·31	...		
117·50	14·22	131·72	...	...	...	...	...	...	90	
23·83	3·67	27·50	...	...	...	...	...	...	91	
...	...	...	15-5-02	Khassia Hills (Assam) Coy. Ltd.	Dwara ... Maolong ...	Maolong ... Therria Ghat	13·50 (b) 6·00 19·50	... ...	92	(b) Not commenced.
39·50	1·25	40·75	...	...	...	...	...	...	93	
92·50	8·62	101·12	...	...	...	...	...	...	94	
273·33	27·76	301·09	...	...	...	...	19·50	...		
12·61	1·18	13·79	...	...	...	...	...	...	95	
2,193·63	308·58	2,502·41	...	...	...	...	39·62	...		
BY LOCAL GOVERNMENTS.										
86·02	18·55	104·57	...	...	...	...	...	...	96	
...	...	...	6-6-11	Arakan Flotilla Company.	Buthidaung	Maungdaw	18·50	...	97	
51·00	6·19	57·19	...	...	...	...	...	...	98	
137·02	24·74	161·76	...	...	...	...	18·50	...		

APPEN

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE FINANCIAL YEAR ENDED THE 31st MARCH 1916.					ROUTE MILEAGE OPEN ON THE 31st MARCH 1916.		
				Section opened.			Mileage opened.				
				Date of first opening.	From	To	Single line.	Second, third, etc., lines, as the case may be.	Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.
1	2	3	4	5	6	7	8	9	10	11	12
	3′ 3⅜″ Gauge.										
											VIII.–UNASSISTED
99	Ledo and Tikak Margherita colliery.	17-2-84	Assam Rys. and Trading Co.	...	...	...	...	...	5·50	...	5·50
	2′ 6″ Gauge.										
100	Ambaji-Taranga Light ...	...	...	...	...	...	...	...	...	...	...
101	Madaya Light ...	10-2-12	M. Lt. Ry. Co.	...	...	...	...	...	8·30	...	8·30
102	Bengal Provincial ...	7-11-94	B. P. Ry. Co.	...	...	...	...	...	33·27	...	33·27
	Total ...	...	...	...	...	...	...	...	41·57	...	41·57
	2′ 0″ Gauge.										
103	Jagadhri Light ...	11-8-11	J. Lt. Ry. Co.	...	...	...	...	...	3·31	...	3·31
104	Kulase-Karapatnam-Tissianvillai Light.	18-7-15	East India Distilleries and Sugar Factories, Ltd., of Madras.	18-7-15	Kulase-Karapatnam Sugar Factory.	Tissianvillai ...	18·00	...	18·00	...	18·00
	Total ...	...	...	...	...	...	18·00	...	21·31	...	21·31
	Total Unassisted Companies' lines.	...	...	...	...	...	18·00	...	68·38	...	68·38
	5′ 6″ Gauge.										
											IX.–DISTRICT
105	Suramangalam-Salem ...	...	...	...	...	...	...	...	...	...	...
106	Tenali-Repalli ...	18-3-16	M. & S. M. Ry. Co.	18-3-16	Tenali ...	Repalli ...	21·09	...	21·09	...	21·09
	3′ 3⅜″ Gauge.										
107	Bezwada-Masulipatam ...	4-2-08	M. & S. M. Ry. Co.	...	...	...	...	...	51·80	...	51·80
108	Manamadura-Sivaganga...	...	...	...	...	...	...	...	...	...	...
109	Podanur-Pollachi ...	15-10-15	S. I. Ry Co.	15-10-15	Podanur ...	Pollachi ...	25·04	...	25·04	...	25·04
110	Tanjore District Board...	2-4-94	S. I. Ry. Co.	...	...	...	...	...	111·94	...	111·94
111	Tinnevelly-Tiruchendur...	...	...	...	...	...	...	...	...	...	...
	Total ...	...	...	...	...	...	25·04	...	188·78	...	188·78
	Total District Board lines.	...		...	...	...	46·13	...	209·87	...	209·87
											X.–COMPANIES' LINES
	3′ 3⅜″ Gauge.										
112	Bengal Dooars ...	15-1-93	B. D. Ry. Co.	...	...	...	...	...	36·40	...	36·40
	2′ 6″ Gauge.										
113	Arrah-Sasaram Light ...	6-3-11	A. S. Lt. Ry. Co.	...	...	...	...	...	65·16	...	65·16
114	Baraset-Basirhat Light ..	1-2-05	B. B. Lt. Ry. Co.	...	...	...	...	...	52·24	...	52·24
115	Bukhtiarpur-Bihar Light.	1-7-03	B. B. Ry. Co.	...	...	...	...	...	33·00	...	33·00
116	Jessore-Jhenidah ...	1-10-13	J. J. Ry. Co...	...	...	...	...	...	36·80	...	36·80
117	Tezpore-Balipara Light...	9-8-94	T. B. Lt. Ry. Co.	...	...	...	...	...	20·10	...	20·10
	Total ...	...	...	...	...	...	...	...	207·30	...	207·30
	2′ 0″ Gauge.										
118	Howrah-Amta Light ...	1-7-97	H. A. Lt. Ry Co.	..	...	...	...	...	43·87	...	43·87
119	Howrah-Sheakhala Light	2-8-97	H. S. Lt. Ry. Co.	...	...	...	...	...	19·75	...	19·75
	Total ...	...	...	...	...	...	...	...	63·62	...	63·62
	Total Companies' lines subsidized by District Boards.	...	...	...	...	...	...	...	307·32	...	307·32

DIX 2—*contd.*

sanctioned for construction.

TRACK MILEAGE OPEN ON THE 31ST MARCH 1916.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION ON THE 31ST MARCH 1916.						Serial No.	Remarks.
					Section sanctioned.		Mileage sanctioned.			
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	From	To	Single line.	Second, third, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	23
COMPANIES' LINES.										
5·50	11·78	17·28	...	...	...	...	...	...	99	
...	...	...	8-7-11	A. T. Lt. Ry. Co.	Varetha Jn.	Baroda Frontier.	1·50	...	100	
					Baroda Frontier.	Samaia ...	18·00	...		
							19·50			
8·30	...	8·30	13-2-06	M.Lt. Ry. Co.	Madaya	Toungbyon	7·70	...	101	
33·27	2·31	35·58	...	...	...	...	..	...	102	
41·57	2·31	43·88	...	...	...	...	27·20	...		
3·31	0·55	3·86	...	...	...	...	...	...	103	
18·00	2·00	20·00	...	...	...	...	...	...	104	
21·31	2·55	23·86	...	...	...	...	...	...		
68·38	16·64	85·02	...	...	...	...	27·20	...		
BOARD LINES.										
...	...	...	23-3-15	S. I. Ry. Co.	Suramangalam	Salem ...	3·86	...	105	
21·09	1·10	22·19	...	...	...	...	...	...	106	
51·80	7·07	58·87	...	...	...	...	...	...	107	
...	...	...	2-12-15	S. I. Ry. Co.	Manamadura	Sivaganga...	12·00	...	108	
25·04	1·72	26·76	...	...	...	...	...	...	109	
111·94	10·79	122·73	15-12-15	S. I. Ry. Co.	Mayavaram	Tranquebar	18·00	...	110	
			15-10-12		Tiruturaipund	i Vedaraniem	23·12			
							41·12			
...	...	...	16-7-15	S. I Ry. Co.	Tinnevelly...	Tiruchendur	38·18	...	111	
188·78	19·58	208·36	...	...	...	...	91·30	...		
209·87	20·68	230·55	...	...	...	...	95·16	...		
SUBSIDIZED BY DISTRICT BOARDS.										
36·40	4·80	41·20	...	...	...	...	...	...	112	
65·16	4·13	69·29	...	...	...	...	...	...	113	
52·24	4·08	56·32	...	...	...	...	...	...	114	
33·00	1·91	34·91	...	...	...	...	...	...	115	
36·80	2·70	39·50	...	...	...	...	...	...	116	
20·10	1·11	21·21	...	...	...	...	...	...	117	
207·30	13·93	221·23	...	...	...	...	...	...		
43·87	4·96	48·83	...	...	...	...	...	...	118	
19·75	1·19	20·94	...	...	...	...	...	...	119	
63·62	6·15	69·77	...	...	...	...	...	...		
307·32	24·88	332·20	...	...	...	...	...	...		

APPEN

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE FINANCIAL YEAR ENDED THE 31ST MARCH 1916.					ROUTE MILEAGE OPEN ON THE 31ST MARCH 1916.		
				Date of first opening.	Section opened. From	Section opened. To	Mileage opened. Single line.	Mileage opened. Second, third, etc., lines, as the case may be.	Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.
1	2	3	4	5	6	7	8	9	10	11	12
											XII.—NATIVE STATE LINES
	3′ 3⅜″ Gauge.										
120	Bhavnagar State ...	20-12-80	Bhavnagar Durbar.	...	...	...	...	...	(a) 206·31	...	206·31
121	Bikaner	9-12-91	J. B. Ry. ...	1-3-16	Hudera, 2 miles from Ratangarh	Sardarshahr ...	27·29	...	497·66	...	497·66
122	Chickjajur-Chitaldrug ...	...	...	...	...	...	...	...	...	...	...
123	Dhrangadra	1-6-98	Bhavnagar Durbar.	1-9-15	Dhrangadra ...	Quarry branch	2·56	...	(c) 42·71	...	42·71
124	Gondal-Porbandar State	19-1-81	Gondal and Porbandar Durbars.	...	...	...	...	...	(d) 148·01	...	148·01
125	Jamnagar	8-4-97	Navanagar Durbar,	...	...	...	...	...	(e) 54·22	...	54·22
126	Jetalsar-Rajkot ...	12-4-93	G. P. Ry. ...	...	...	...	...	...	46·21	...	46·21
127	Jodhpur	24-6-82	J. B. Ry. ...	20-12-15	Jaswantgarh	Ladnu ...	4·56	...	608·75	...	608·75
128	Junagad State ...	1-9-88	Junagad Durbar.	15-5-15	Bantwa ...	Saradiya ...	7·00	...	(f) 120·90	...	120·90
129	Khijadiya-Dhari ...	1-3-13	G. P. Ry. ...	...	...	...	...	...	25·53	...	25·53
130	Morvi	11-3-80	Morvi Durbar	...	...	...	...	...	73·94	...	73·94
131	Mysore-Arsikere ...	...	...	...	...	...	...	...	...	...	...
132	Okhamandal ...	...	...	...	...	...	...	...	...	...	...
133	Udaipur-Chitorgarh ...	1-8-95	Udaipur Durbar.	...	...	...	...	...	67·30	...	67·30
	Total ...	...	...	...	...	...	41·41	...	1,891·54	...	1,891·54
	2′ 6″ Gauge.										
134	Cutch State	18-5-05	Cutch Durbar	...	...	...	...	...	36·78	...	36·78
135	Dholpur-Bari ...	24-2-08	Dholpur Durbar.	...	...	...	...	...	36·38	...	36·38
136	Kolar District ...	15-12-13	Mysore Durbar.	6-3-16	Kolar ...	Chintamani ...	29·79	...	40·71	...	40·71
137	Morvi	24-3-87	Morvi Durbar	...	...	...	...	...	18·89	...	18·89
	Total ...	...	...	...	...	...	29·79	...	132·76	...	132·76
	2′ 0″ Gauge.										
138	Gwalior Light ...	2-12-99	Gwalior Durbar.	...	...	...	...	...	249·96	...	249·96
139	Pipar-Bilara Light ...	25-11-10	J. B. Railway	...	...	...	...	...	25·25	...	25·25
140	Tarikere-Narasimharajapura.	15-1-15	Mysore Durbar.	...	...	...	...	...	11·75	...	11·75
	Total ...	...	...	...	...	...	...	...	286·96	...	286·96
	Total Native State lines worked by Native States.	...	...	...	...	...	71·20	...	2,311·26	...	2,311·26
											XII.—NATIVE STATE LINES
	5′ 6″ Gauge.										
141	Bhopal-Itarsi (Native State section). ...	18-11-84	G. I. P. Ry. Co.	...	...	...	...	...	44·49	...	44·49
142	Bhopal-Ujjain ...	11-11-95	G. I. P. Ry. Co.	...	...	...	...	...	113·27	...	113·27
143	Bina-Goona-Baran ...	23-9-95	G. I. P. Ry. Co.	...	...	...	...	...	145·61	...	145·61
144	Jammu and Kashmir (Native State section). (i)	15-3-90	N.W. Ry....	...	...	...	...	...	16·01	...	16·01
145	Jind-Panipat (Native State section). (j)	...	...	...	...	...	...	...	...	...	...
146	Khanpur-Chachran ...	2-7-11	N. W. Ry....	...	...	...	...	...	22·02	...	22·02
147	Kolar Gold-fields ...	1-6-94	M. and S. M. Ry. Co.	...	...	...	...	...	9·88	...	9·88
	Total carried over ..	...	...	...	...	...	...	...	351·28	...	351·28

DIX 2—*cont d.*

sanctioned for construction.

TRACK MILEAGE OPEN ON THE 31ST MARCH 1916.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION ON THE 31TS MARCH 1916.						Serial No.	REMARKS.
					SECTION SANCTIONED.		MILEAGE SANCTIONED.			
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	From	To	Single line.	Second, third, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	23
WORKED BY NATIVE STATES.										
206·31	31·41	237·72	16-6-15	Bhavnagar Durbar.	Savarkundla	Mahuva ...	55·54	...	120	(*a*) Includes 1·03 miles of Dock estate line worked for goods traffic only.
					Dongar ...	Port Albert Victor,				
497·66	24·01	521·67	22-10-15	J. B. Ry.	Bikaner ...	Kolayat ...	27·03	...	121	(*b*) Not commenced.
					Hanumangarh	Sadulpur ...	105 00			
...	...	...	28-1-14	Mysore Durbar.	Chickjajur	Chitaldrug...	132·03	...	122	(*c*) Includes 2·56 miles of Dhrangadra quarry branch worked for goods traffic only.
							(*b*)21·07			
42·71	3·96	46·67	...	...	...	...	...	...	123	(*d*) Includes 1·55 miles from Porbandar to Porbandar Bandar and 3·70 miles of Ranawao quarry branch worked for goods traffic only.
148·01	18·46	166·47	...	...	...	...	...	...	124	
54·22	3·75	57·97	...	...	...	...	...	...	125	(*e*) Includes 3·93 miles, from Jamnagar to Bedi Bandar worked for goods traffic only.
46·21	4·68	50·89	...	...	...	...	...	...	126	
608·75	48·37	657·12	10-7-14	J. B. Ry.	Marwar Junction.	Sanderao ...	(*b*) 77·83	...	127	
120·90	12·47	133·37	16 6-15	Junagad Durbar.	Veraval ...	Una ...	56·91	...	128	(*f*) Includes 0·73 mile of Dungarpur quarry line and 0·30 mile of Veraval Dock estate line worked for goods traffic only.
25·53	3·97	29·50	7-2-13	Baroda Durbar.	Chalala ...	Dhari ...	11·69	...	129	
73·94	7·83	81·77	...	...	...	...	...	...	130	
...	...	...	29-10-13	Mysore Durbar.	Mysore ...	Arsikere ...	102·25	...	131	
...	...	...	5-6-13	Baroda Durbar.	Kuranga ...	Arthara ...	(*g*)37·02	...	132	(*g*) In abeyance.
67·30	4·93	72·23	...	...	...	...	...	...	133	
1,891·54	163·84	2,055·38	...	...	...	...	494·34	...		
36·78	2·70	39·48	20-11-13	Cutch Durbar.	Anjar ...	Bhachan ...	23·75	...	134	
36·38	4·50	40·88	...	...	...	...	...	...	135	
40·71	1·49	42·20	11-11-14	Mysore Durbar.	Chintamani	Chik Ballapur.	23·29	...	136	
18·89	2·70	21·59	...	...	...	...	...	...	137	
132·76	11·39	144·15	...	...	...	...	47·04	...		
249·96	11·98	261 94	...	...	...	...	...	...	138	
25·25	0·77	26·02	...	...	...	...	...	...	139	
11·75	0·40	12·15	25-9-13	Mysore Durbar.	Lakvalli ...	Narasimharajapura.	14·70	...	140	
286·96	13·15	300·11	...	...	...	...	14 70	...		
2,311·26	188·38	2,499·64	...	...	...	...	556·08	...		
WORKED BY THE MAIN LINE.										
44·49	(*h*) 26·27	70·76	...	...	...	...	...	...	141	(*h*) Includes sidings on the British section, serial No. 17.
113·27	9·05	122·32	...	...	...	...	...	...	142	
145·61	11·65	157·26	...	...	...	...	...	...	143	
16·01	3 03	19·04	...	...	...	...	...	...	144	(*i*) The British section of this line forms an integral part of the North Western railway.
...	...	...	11-9-13	D. U. K. Ry. Co.	14·81 miles from Panipat.	Jind ...	28·80	...	145	(*j*) The British section of this line forms an integral part of the Delhi-Umballa-Kalka railway.
22·02	3·43	25·45	...	...	...	...	...	...	146	
9·88	5·73	15·61	...	...	...	...	...	...	147	
351·28	59·16	410·44	...	...	...	...	28·80	...	...	

APPEN

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE FINANCIAL YEAR ENDED THE 31st MARCH 1916.					ROUTE MILEAGE OPEN ON THE 31ST MARCH 1916.		
					SECTION OPENED.		MILEAGE OPENED.				
				Date of first opening.	From	To	Single line.	Second, third, etc., lines, as the case may be.	Single line.	Double, treble, etc, lines, as the case may be.	Total route mileage.
1	2	3	4	5	6	7	8	9	10	11	12
	5'6" GAUGE—*concld.*										XII.—NATIVE STATE LINES
	Brought forward ...	...	...	...	...	...	...	...	351·28	...	351·28
148	Ludhiana-Dhuri-Jakhal	10-4-01	N. W. Ry.	...	...	...	...	...	78·65	...	78 65
149	Nagda-Ujjain ...	15-7-96	B. B. & C. I. Ry. Co.	...	...	...	...	...	34·32	...	34·32
150	Petlad-Cambay (Anand-Tarapur section).	5-5-90	B. B. & C. I. Ry. Co.	...	...	...	...	...	21·50	...	21·50
151	Petlad-Cambay (Tarapur-Cambay section).	20-6-01		...	...	...	...	...	12·30	...	12·30
152	Rajpura-Bhatinda ...	1-11-84	N. W. Ry. ...	...	...	...	...	...	108·04	...	108·04
	Total ...	...	...	...	...	...	...	...	606·09	...	606·09
	3' 3⅜" gauge.										
153	Birur-Shimoga ...	1-12-99	M. & S. M. Ry. Co.	...	...	...	...	...	37·92	...	37·92
154	Cooch Behar State ...	15-9-93	E. B Ry.	...	...	...	...	...	33·09	...	33·09
155	Gaekwar's Mehsana ...	21-3-87	B. B. & C.I. Ry. Co.	...	...	...	...	...	152·72	...	152·72
156	Hindupur (Yesvantpur-Mysore Frontier).	15-12-92	M. & S. M. Ry. Co.	...	...	...	...	...	51·35	...	51·35
157	Hingoli branch ...	15-5-12	N. G. S. Ry. Co.	...	...	...	...	...	50·31	...	50·31
158	Jaipur State ...	10-11-05	B. B. & C. I. Ry. Co.	...	...	...	...	...	72·84	...	72·84
159	Kolhapur State ...	21-4-91	M. & S. M. Ry. Co.	...	...	...	...	...	29·27	...	29·27
160	Mysore-Nanjangud ...	1-12-91		...	...	...	...	...	15·80	...	15·80
161	Sangli State ...	1-4-07		...	...	...	...	...	4·90	...	4·90
162	Secunderabad-Gadwal ...	1-2-16	N. G. S. Ry. Co.	1-2-16 20-2-16 6-3-16	Secunderabad Timmapur ... Sardarnagar ...	Timmapur ... Sardarnagar ... Balanagar ...	28·00 9·00 9·00	... ...	46·00	...	46·00
							46·00				
163	Shoranur-Cochin ...	2-6-02	S. I. Ry. Co.	...	...	...	...	...	64·75	...	64·75
164	Tinnevelly-Quilon (Travancore) (Native State section).	1-6-04		...	...	...	...	...	58·05	...	58·05
165	Vijapur-Kalol-Kadi ...	10-6-02	B. B. & C. I. Ry. Co.	...	...	...	...	...	46·11	...	46·11
	Total ...	...	...	...	...	...	46·00	...	663·11	...	663·11
	2' 6" GAUGE.										
166	Bilimora-Kalamba ...	23-7-14		...	...	...	...	...	26·32	...	26·32
167	Bodeli-Chhota Udaipur...	...		...	...	...	...	...	...	...	...
168	Gaekwar's-Dabhoi ...	8-4-73	B. B. & C. I. Ry. Co.	13-12-15	Jarod ...	Samlaya ...	5·41	...	147·39	...	147·39
169	Kosamba-Zankhvav ...	1 5-12		...	...	...	...	...	26·12	...	26·12
	Total carried over ...	...	...	...	...	...	5·41	...	199·83	...	199·83

DIX 2—*contd.*

sanctioned for construction.

TRACK MILEAGE OPEN ON THE 31ST MARCH 1916.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION ON THE 31ST MARCH 1916.						Serial No.	Remarks.
					Section sanctioned.		Mileage sanctioned.			
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	From	To	Single line.	Second, third, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	23
WORKED BY THE MAIN LINE.—*contd.*										
351·28	59·16	410·44	...	...	...	...	28·80	...		
78·65	5·97	84·62	...	...	...	...	...	...	148	
34·32	1·06	35·38	...	...	...	...	...	...	149	
21·50	3·38	24·88	...	...	...	...	...	...	150	
12·30	3·81	16·11	...	...	...	...	...	...	151	
108·04	24·54	132·58	...	...	...	...	...	...	152	
606·09	97·92	704·01	...	...	...	...	28·80	...		
37·92	4·57	42·49	...	...	...	...	...	...	153	
33·09	2·72	35·1	...	...	...	...	...	...	154	
152·72	17·92	170·64	15-3-12 15-3-12 14-1-13	Baroda Durbar.	Wagrod Khalipur Wagrod	Kakoshi Metrana Road Khakhal ... Khareda ...	10·00 (a)17·12 (b)12·44 39·56	...	155	(a) In abeyance. (b) Not commenced.
51·35	4·06	55·41	...	...	...	...	...	...	156	
50·31	6·52	56·83	...	...	...	...	...	...	157	
72·84	(c)7·94	80·78	12-12-13 5-10-14	Jaipur Durbar.	Jaipur ... Reengus ...	Reengus ... Sikar ...	36·00 30·97 66·97	...	158	(c) Includes 0·44 mile of 5′ 6″ gauge.
29·27	1·89	31·16	...	...	...	...	...	...	159	
15·80	1·09	16·89	...	...	...	...	...	...	160	
4·90	0·29	5·19	...	...	...	...	...	...	161	
46·00	...	46·00	27-2-14	N. G. S. Ry. Co.	Balanagar...	Gadwal ...	70·29	...	162	
64·75	11·27	76·02	...	...	...	...	...	...	163	
58·05	(d)	58·05	1-10-13	S. I. Ry. Co.	Quilon ...	Trivandrum	37·91	...	164	(d) Included with the British section, serial No. 38.
46·11	4·63	50·74	...	...	...	...	...	...	165	
663·11	62·90	726·01	...	...	...	...	214·73	...		
26·32	2·16	28·48	5-7-11	Baroda Durbar.	Unai ...	Kalamba ...	8·66	...	166	
...	...	...	2-2-15	B. B. & C. I. Ry. Co.	Bodeli ...	Chhota Udaipur.	22·65	...	167	
147·39	14·40	161·79	24-4-14 25-2-14 25-2-14 26-3-14 3-4-14	Baroda Durbar	Samlaya ... Motipura ... Ghantoli ... Masar Road Choranda ...	Timba ... Tankbala ... Songir ... Jambusar ... Koral ...	33·24 24·67 2·49 7·22 11·68 79·30	...	168	
26·12	2·58	28·70	23-3-14	Baroda Durbar.	Zankhvav ...	Bardipada ...	(b) 22·57	...	169	
199·83	19·14	218·97	...	...	...	...	133·18	...		

APPEN

Details of mileage open and

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE FINANCIAL YEAR ENDED THE 31ST MARCH 1916.					ROUTE MILEAGE OPEN ON THE 31ST MARCH 1916.		
					SECTION OPENED.		MILEAGE OPENED.				
				Date of first opening.	From	To	Single line.	Second, third, etc., lines, as the case may be.	Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.
1	2	3	4	5	6	7	8	9	10	11	12
	2′ 6″ GAUGE—*concld.*										
	Brought forward ...	...	...	...	...	...	5·41	...	199·83	...	199·83
170	Mourbhanj State ...	20-1-05	B.N. Ry. Co.	...	...	...	...	...	32·41	...	32·41
171	Navsari-Kamrej Light ...	...	...	...	...	...	...	...	...	...	...
172	Parlakimedi Light ...	1-4-00	B. N. Ry. Co.	...	...	...	...	...	24·62	...	24·62
173	Petlad-Vaso ...	10-12-14	B. B. & C. I. Ry. Co.	17-4-15	Vaso ...	Pihij ...	3·48	...	19·03	...	19·03
174	Rajpipla State ...	1-7-97		...	...	...	...	...	37·37	...	37·37
	Total ...	...	...	...	...	...	8·89	...	313·26	...	313·26
	Total Native State lines worked by the main line.	...	...	...	...	...	54·89	...	1,582·46	...	1,582·46
	5′ 6″ GAUGE.										
175	Nizam's Guaranteed State	9-10-74	N. G. S. Ry. Co.	...	...	...	...	...	(a)330·13	...	330·13
	3′ 3⅜″ GAUGE.										
176	Hyderabad Godavari Valley.	21-10-99	N. G. S. Ry. Co.	...	...	...	...	...	(a)390·75	0·38	391·13
	2′ 6″ GAUGE.										
177	Bangalore-Chik Ballapur Light.	15-9-14	Mysore Durbar.	1-8-15	Devanhalli ...	Chik Ballapur...	13·95	...	28·65	...	28·65
	Total Companies' lines guaranteed by Native States.	...	...	...	...	...	13·95	...	749·53	0·38	749·91
	3′ 3⅜″ GAUGE.										
178	Peralam-Karaikkal ...	14-3-98	S. I. Ry. Co.	...	...	...	...	...	14·65	...	14·65
179	Pondicherry ...	15-12-79		...	...	...	...	...	7·85	...	7·85
180	West of India Portuguese	17-1-87	M. & S. M. Ry. Co.	...	...	...	...	...	51·10	...	51·10
	TOTAL LINES IN FOREIGN TERRITORY WORKED BY BRITISH INDIAN RAILWAY COMPANIES ...	...	...	...	...	...	...	...	73·60	...	73·60
	GRAND TOTAL OF ALL RAILWAYS ...	...	...	...	...	...	(c) 905·90	122·50	33,048·94	2,783·70	35,832·64

XII.—NATIVE STATE LINES

XIII.—COMPANIES' LINES GUARANTEED

XIV.—LINES IN FOREIGN TERRITORY WORKED BY

DIX 2—*concld.*

sanctioned for construction.

TRACK MILEAGE OPEN ON THE 31ST MARCH 1916.			TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION ON THE 31ST MARCH 1916.						Serial No.	Remarks.
					Section sanctioned.		Mileage sanctioned.			
Running track.	Sidings.	Total.	Date of sanction.	Agency for construction.	From	To	Single line.	Second, third, etc., lines, as the case may be.		
13	14	15	16	17	18	19	20	21	22	23
WORKED BY THE MAIN LINE—*concld.*										
199·83	19·14	218·97	...	...	...	...	133·18	...		
32·41	1·76	34·17	...	...	...	...	...	...	170	
...	...	...	4-2-14	Baroda Durbar.	Navsari ...	Kamrej ...	20·00	...	171	
24·62	1·71	26·33	...	...	...	...	...	...	172	
19·03	3·11	22·14	...	...	...	...	...	...	173	
37·37	3·62	40·99	13-10-15	B. B. and C. I. Ry.	Nandod Station.	Nandod Town	1·85	...	174	
313·26	29·34	342·60	...	...	...	...	155·03	...		
1,582·46	190·16	1,772·62	...	...	...	...	398·56	...		
BY NATIVE STATES.										
330·13	47·70	377·83	...	...	...	...	...	...	175	(*a*) Includes 5·82 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Hyderabad and Secunderabad over which both the Nizam's Guaranteed State and the Hyderabad-Godavari Valley railway trains work.
391·51	53·23	444·74	...	...	...	...	...	...	176	
28·65	0·75	29·40	10-9-09	Mysore Durbar	Bangalore ...	Yelahanka	(*b*)10·28	...	177	(*b*) Not commenced.
750·29	101·68	851·97	...	...	...	...	10·28	...		
BRITISH INDIAN RAILWAY COMPANIES.										(*c*) This was the actual mileage opened. The *net* mileage added was 554·98 miles. The decrease in the latter was due to the exclusion from the total mileage open of 56 miles of the Hill section of the Assam-Bengal railway, between Damchara and Maibang, under reconstruction and minor corrections on account of remeasurements, etc.
14·65	2·13	16·78	...	...	...	...	...	...	178	
7·85	2·37	10·22	...	...	...	...	...	...	179	
51·10	15·81	66·91	...	...	...	...	...	...	180	
73·60	20·31	93·91	...	...	...	...	...	...		
38,740·90	7,964·05	46,704·95	...	...	...	...	2,373·94	78·24		

APPEN

(i) *Capital outlay during the financial year and*

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railways.	Gauge.	Capital outlay on final heads during the financial year (in thousands of rupees).				Total capital outlay on final heads (excluding ferries).	
Main head.	Sub-head.			On new lines, *i.e.*, lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Total capital outlay.	Open.	Under construction.
1	2	3	4	5	6	7	8	9	10

DIX 3.

(*ii*) *total capital outlay to end of the financial year 1915-16.*

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR—(IN THOUSANDS OF RUPEES).										CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		REMARKS.
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay (including ferries and suspense).		Grand total (columns 17 & 18).				
Open (calculated on mileage in column 12 of Appendix 2).	Of single track including sidings (calculated on mileage in column 15 of Appendix 2).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	Sub-head.	Main head.	
11	12	13	14	15	16	17	18	19	20	21	22	23
BY THE STATE.												
3,74	1,82	23,46	...	1,86,20	...	23,06,39	1,99	23,08,38	25,059	(*a*)	3	
1,22	95	26,81	...	...	...	12,90,42	...	12,90,42		(*c*)	3	
2,38	1,44	39,77	...	2,66,45	...	64,91,40	...	64,91,40	60,609	(*a*)	8	
1,54	1,24	2,64	...	...	...	17,86,04	...	17,86,04				
3,30	2,86	...	...	...	...	1,97,95	...	1,97,95		(*p*)	8	
71	64	...	...	...	...	44,14	...	44,14		(*q*)	8	
65	57	28	...	...	...	26,60	...	26,60		(*r*)	8	
68	63	5,57	...	...	1,33	66,09	26,19	92,28		(*s*)	8	
1,32	1,07	...	...	52,85	...	21,46,86	...	21,46,86	17,437	(*a*)	9	
										(*c*)	9	
32	30	...	...	41	...	10,91	...	10,91	73	(*a*)	58	
...	...	98,53	...	5,06,61	1,33	1,43,66,80	28,18	1,43,94,98	103,178			

NOTE 2.—The Premia paid in purchase of companies' lines are as under:—

	£		Rs.
East Indian railway	6,550,000 @ Rs. 15	=£1=	9,82,50,000
Eastern Bengal railway	1,136,437	„	= 1,70,46,555
Sindh, Punjab and Delhi railway	2,933,804	„	= 4,40,07,060
South Indian railway	989,277	„	= 1,48,39,155
Oudh and Rohilkhand railway	1,036,049	„	= 1,55,40,735
Great Indian Peninsula railway	14,859,218	„	=22,28,88,270
Bombay, Baroda and Central India railway	4,135,280	„	= 6,20,29,200
Madras railway	2,561,923	„	= 3,84,28,920

(i) *Capital outlay during the financial year and*

Classification No. of Railway (Detailed in "Index" to Appendix I).		Railways.	Gauge.	Capital outlay on final heads during the financial year (in thousands of rupees).				Total capital outlay on final heads (excluding ferries).	
Main head.	Sub-head.			On new lines, *i.e.*, lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Total capital outlay.	Open.	Under construction.
1	2	3	4	5	6	7	8	9	10

APPENDIX 3—*contd.*

(*ii*) *total capital outlay to end of the financial year 1915-16.*

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR—(IN THOUSANDS OF RUPEES).										CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		REMARKS.
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay (including ferries and suspense).		Grand total (columns 17 & 18).				
Open (calculated on mileage in column 12 of Appendix 2).	Of single track including sidings (calculated on mileage in column 15 of Appendix 2).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	Sub-head.	Main head.	
11	12	13	14	15	16	17	18	19	20	21	22	23
BY COMPANIES.												
1,83	1,40	47,49	...	77,63	...	35,84,61	2,22	35,86,83		(*a*)	1	
61	56	...	...	...	...	4,89,12	75	4,89,87	28,015	(*b*)	1	
										(*c*)	1	
										(*e*)	1	
										(*g*)	1	
										(*h*)	1	
2,37	1,56	...	...	67,31	...	24,97,72	...	24,97,72		(*a*)	2	* Includes the capital outlay on the Patri branch (Rs. 8,08,405).
90	74	...	...	63,75	...	17,16,89	...	17,16,89	30,820	(*f*)	2	
										(*k*)	2	
47	45	...	...	...	...	13,95	...	13,95		(*n*)	2	
2,83	1,67	20,07	...	1,45,26	19	70,76,90	73,48	71,50,38	55,861	(*a*)	4	
1,51	1,36	...	...	...	...	1,19,77	...	1,19,77	798	(*c*)	4	
2,43	1,53	...	...	1,83,90	...	63,81,75	1,36,80	65,18,55	51,569	(*a*)	5	
1,17	83	...	...	...	...	1,47,56	...	1,47,56	984	(*b*)	5	
1,15	1,06	...	...	...	...	46,48	...	46,48	310	(*c*)	5	
3,40	...	...	...	...	...	40,84	...	40,84	272	(*d*)	5	† Includes the expenditure on Native State section also.
1,04	95	...	...	...	...	78,92	...	78,92	521	(*g*)	5	
1,74	1,39	...	...	44,55	...	18,63,27	...	18,63,27	25,066	(*a*)	6	
89	80	...	...	24,14	...	13,78,31	...	13,78,31		(*d*)	6	
32	29	...	...	...	...	10,09	...	10,09	67	(*g*)	6	
62	56	...	...	4,49	...	1,87,34	...	1,87,34	1,381	(*k*)	6	
61	54	...	...	...	...	12,47	...	12,47	83	(*b*)	7	
1,57	1,35	...	...	25,60	...	7,26,78	...	7,26,78	15,139	(*a*)	10	
1,09	92	28,69	...	57,42	...	10,44,60	...	10,44,60		(*b*)	10	
2,80	2,42	...	...	2,48	...	83,64	...	83,64		(*c*)	10	
40	38	...	...	51	...	30,11	...	30,11		(*k*)	10	
43	39	...	...	49	...	11,28	...	11,28		(*l*)	10	
83	...	...	...	...	...	43,52	...	43,52	1,260	(*i*)	10	
2,03	...	21	...	...	13,43	1,18,25	27,18	1,45,43		(*j*)	10	‡ Outlay supplied by Native State.
...	...	96,46	...	6,97,53	13,62	2,77,04,12	2,40,43	2,79,44,55	212,146			

APPEN

(i) *Capital outlay during the financial year and*

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railways.	Gauge.	Capital outlay on final heads during the financial year (in thousands of rupees).				Total capital outlay on final heads (excluding ferries).	
Main head.	Sub-head.			On new lines, *i.e.*, lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Total capital outlay.	Open.	Under construction.
1	2	3	4	5	6	7	8	9	10
		II.—STATE LINES WORKED							
		Brought forward		72,62	2,56,82	3,22,15	6,51,59	2,69,10,13	2,26,81
12	(*a*)	Assam-Bengal	3′ 3⅜″	12,66	6,67	8,35	27,68	15,48,41	12,66
13	(*b*)	Tirhoot	″	16	−2	3,16	3,30	7,85,68	37
16	(*a*)	Burma	″	...	7,60	7,94	15,54	17,09,44	...
16	(*b*)	Burma extensions	″	...	...	−40	−40	2,18,04	26
16	(*c*)	Southern Shan States	″	...	24	2,60	2,84	1,52,78	...
21	(*c*)	Jodhpur-Hyderabad (British section)	″	...	...	24	24	44,14	...
26	(*b*)	Lucknow-Bareilly	″	...	25	1,17	1,42	1,91,81	...
		Total	...	85,44	2,71,56	3,45,21	7,02,21	3,15,60,43	2,40,10
		Unclassified Expenditure	...	...	...	...	...	...	...
		Total State Railways	...	94,07	4,05,64	4,29,54	9,29,25	4,58,22,09	2,66,95
		III.—BRANCH LINE COMPANIES' RAILWAYS							
		A—Worked by the Branch							
28	(*a*)	Ahmadpur-Katwa	2′ 6″	4,96	46	...	5,42	...	6,54
32	(*a*)	Bankura-Damoodar River	″	12,29	1,74	...	14,03	...	21,56
37	(*a*)	Burdwan-Katwa	″	...	2,01	6,79	8,80	16,84	...
44	(*a*)	Futwah-Islampur	″	1,07	...	...	1,07	...	1,07
47	(*a*)	Kalighat-Falta	″	1,89	49	...	2,38	...	2,38
		Total	...	20,21	4,70	6,79	31,70	16,84	31,55
		B—Worked by							
9	(*b*)	Hardwar-Dehra	5′ 6″	...	...	1	1	30,28	...
12	(*b*)	Chaparmukh-Silghat	3′ 3⅜″	3,39	...	...	3,39	...	3,39
35	(*b*)	Dasghara-Jamalpurganj	2′ 6″	40	...	...	40	...	40
		Total	...	3,79	...	1	3,80	30,28	3,79

DIX 3—*contd.*

(*ii*) *total capital outlay to end of the financial year 1915-16.*

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR—(IN THOUSANDS OF RUPEES).										CLASSIFICATION No. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		REMARKS.
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay (including ferries and suspense).		Grand total (columns 17 & 18).				
Open (calculated on mileage in column 12 of Appendix 2).	Of single track, including sidings (calculated on mileage in column 15 of Appendix 2).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	Sub-head.	Main head.	
11	12	13	14	15	16	17	18	19	20	21	22	23
BY COMPANIES—*concld.*												
...	...	96,46	...	6,97,53	13,62	2,77,04,12	2,40,43	2,79,44,55	212,146			
1,92	1,61	73,44	...	14,10	1,10	16,35,95	13,76	16,49,71	10,836	(*a*)	12	
95	80	11,78	...	15,17	...	8,12,63	37	8,13,00	5,420	(*b*)	13	
1,27	96	17,65	...	53,83	...	17,80,92	...	17,80,92		(*a*)	16	
1,17	94	2,41	...	...	...	2,20,45	26	2,20,71	14,139	(*b*)	16	
2,19	1,98	...	...	3,09	...	1,55,87	...	1,55,87		(*c*)	16	
36	31	26	...	5	...	44,45	...	44,45	296	(*c*)	21	
61	51	...	...	8,96	...	2,00,77	...	2,00,77	1,354	(*b*)	26	
...	...	2,02,00	...	7,92,73	14,72	3,25,55,16	2,54,82	3,28,09,98	244,191			
...	...	...	...	...	...	...	...	78,36	522			
...	...	3,00,53	...	12,99,34	16,05	4,69,21,96	2,88,00	4,72,83,32	347,891			
UNDER GUARANTEE TERMS.												
Line Company.												
...	...	...	...	...	47	...	7,01	7,01	47	(*a*)	28	
...	...	...	...	...	73	...	22,29	22,29	149	(*a*)	32	
...	...	...	...	43	...	17,27	...	17,27	115	(*a*)	37	
...	...	...	...	...	14	...	1,21	1,21	8	(*a*)	44	
...	...	...	...	...	7	...	2,45	2,45	16	(*a*)	47	
...	...	...	...	43	1,41	17,27	32,96	50,23	335			
the Main Line.												
94	83	...	...	...	...	30,28	...	30,28	202	(*b*)	9	
...	...	...	...	...	48	...	3,87	3,87	26	(*b*)	12	
...	...	...	...	...	53	...	93	93	6	(*b*)	35	
...	...	...	...	...	1,01	30,28	4,80	35,08	234			

(i) *Capital outlay during the financial year and*

Classification No. of railway (Detailed in "Index" to Appendix 1).		Railways.	Gauge.	Capital outlay on final heads during the Financial year (in thousands of rupees).				Total capital outlay on final heads (excluding ferries).	
Main head.	Sub-head.			On new lines, *i.e.*, lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Total capital outlay.	Open.	Under construction.
1	2	3	4	5	6	7	8	9	10

DIX 3—*contd.*

(ii) total capital outlay to end of the financial year 1915-16.

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR—(IN THOUSANDS OF RUPEES).										CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		REMARKS.
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay (including ferries and suspense).		Grand total (columns 17 & 18).				
Open (calculated on mileage in column 12 of Appendix 2).	Of single track, including sidings (calculated on mileage in column 15 of Appendix 2).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	Sub-head.	Main head.	
11	12	13	14	15	16	17	18	19	20	21	22	23
RAILWAYS UNDER REBATE TERMS.												
Line Company.												
48	42	...	...	..	94	9,71	5,57	15,28	102	(a)	39	
51	47	...	...	...	...	12,90	...	12,90	86	(a)	45	
45	42	...	...	2,25	...	14,69	...	14,69	98	(a)	50	
...	...	...	...	2,25	94	37,30	5,57	42,87	286			
the Main Line.												
...	...	...	...	...	1	...	2,44	2,44	16	(i)	1	
85	80	...	...	...	...	1,32,04	...	1,32,04	880	(e)	2	
33	31	...	...	...	...	11,17	...	11,17	74	(g)	2	
42	36	...	...	...	...	37,19	...	37,19	248	(h)	2	
1,23	98	...	...	2,87	3,54	30,33	46,15	76,48	510	(b)	3	
49	41	...	...	...	...	26,67	...	26,67	178	(e)	3	
42	40	...	...	6	...	11,62	...	11,62	77	(h)	5	
98	52	...	...	14	...	66,53	...	66,53	444	(i)	5	
...	...	...	...	...	...	...	1,55	1,55	10	(k)	5	
...	...	...	...	...	28	...	5,25	5,25	35	(l)	5	
63	55	...	...	...	...	34,05	...	34,05	227	(b)	8	
68	63	...	...	1,09	...	31,78	...	31,78	212	(d)	8	
45	42	...	...	46	...	21,35	...	21,35	142	(g)	8	
48	43	...	...	45	...	12,97	48	13,45	90	(h)	8	
62	56	...	...	71	...	24,48	...	24,48	163	(j)	8	
64	52	...	...	...	...	2,70,79	...	2,70,79	1,669	(k)	8	
1,02	91	...	...	...	...	1,32,91	...	1,32,91	886	(l)	8	
61	55	...	...	...	...	92,71	...	92,71	619	(m)	8	
73	66	...	...	...	...	1,52,64	...	1,52,64	1,018	(n)	8	
29	28	...	...	4	...	22,22	...	22,22	148	(o)	8	
...	...	...	...	...	...	...	10	10	...	(t)	8	
48	46	...	...	...	...	45,67	...	45,67	304	(b)	53	
...	...	...	...	5,82	3,83	11,57,12	55,97	12,13,09	7,950			

APPEN

(i) *Capital outlay during the financial year and*

Classification No. of railway (Detailed in "Index" to Appendix 1).		Railways.	Gauge.	Capital outlay on final heads during the financial year (in thousands of rupees).				Total capital outlay on final heads (excluding ferries).	
Main head.	Sub-head.			On new lines, *i.e.*, lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Total capital outlay.	Open.	Under construction.
1	2	3	4	5	6	7	8	9	10
				V.—BRANCH LINE COMPANIES' RAILWAYS					
12	(*d*)	Mymensingh-Bhairab Bazar	3′ 3⅜″	10,33	...	...	10,33	...	10,33
		Total	...	10,33	...	...	10,33	...	10,33
				VI.—COMPANIES' LINES SUBSIDIZED					
4	(*b*)	Delhi-Umballa-Kalka	5′ 6″	5,61	...	2,08	7,69	1,84,32	7,69
5	(*j*)	Matheran Light*	2′ 0″	...	...	...	...	11,39	...
13	(*a*)	Bengal and North-Western*	3′ 3⅜″	...	...	—32	—32	9,60,05	4
14	(*b*)	Bengal Dooars Extensions*	,,	1,58	3,38	1,71	6,67	99,20	3,38
21	(*d*)	Mirpur Khas-Jhudo*	,,	...	...	...	...	7,24	...
21	(*e*)	Mirpur Khas-Khadro*	,,	...	...	...	...	8,23	...
26	(*a*)	Rohilkund and Kumaon	,,	...	36	20	56	1,69,87	...
26	(*c*)	Powayan Light*	2′ 6″	...	...	...	...	8,95	...
34	(*a*)	Barsi Light*	,,	3,90	3,78	42	8,10	74,85	9,24
41	(*a*)	Dehri-Rohtas Light	,,	...	...	15	15	6,01	...
43	(*a*)	Dwara-Therria Light*	,,	...	...	...	...	...	6,171
51	(*a*)	Shahdara (Delhi)-Saharanpur Light*	,,	...	...	10	10	43,50	...
		Total	...	11,09	7,52	4,34	22,95	15,73,61	26,52
				VII.—COMPANIES' LINES SUBSIDIZED					
18	(*a*)	Dibru-Sadiya	3′ 3⅜″	...	1,35	1,18	2,53	1,12,47	...
38	(*a*)	Buthidaung-Maungdaw	2′ 6″	3,24	8	...	3,32	...	17,01
53	(*a*)	Darjeeling-Himalayan	2′ 0″	...	—7	1,30	1,23	40,42	...
		Total	...	3,24	1,36	2,48	7,08	1,52,89	17,01
				VIII.—UNASSISTED					
18	(*b*)	Ledo and Tikak-Margherita Colliery	3′ 3⅜″	...	...	...	...	16,94	...
29	(*a*)	Ambaji-Taranga Light	2′ 6″	1,01	39	...	1,40	...	6,51
35	(*a*)	Bengal Provincial	,,	...	...	3	3	11,34	...
49	(*a*)	Madaya Light	,,	...	...	...	...	Information not	
57	(*a*)	Jagadhri Light	2′ 0″	...	...	...	...	1,13	...
59	(*a*)	Kulase-karapatnam-Tissianvillai Light	,,	...	64	15	79	2,86	...
		Total	...	1,01	1,03	18	2,22	32,27	6,51

DIX 3—*contd.*

(ii) total capital outlay to end of the financial year 1915-16.

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR—(IN THOUSANDS OF RUPEES).										CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		REMARKS.
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay (including ferries and suspense.)		Grand total (columns 17 & 18).				
Open (calculated on mileage in column 12 of Appendix 2).	Of single track, including sidings (calculated on mileage in column 15 of Appendix 2).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	Sub-head.	Main head.	
11	12	13	14	15	16	17	18	19	20	21	22	23
UNDER GUARANTEE AND REBATE TERMS.												
...	...	...	...	...	19,56	...	29,89	29,89	199	(*d*)	12	
...	...	...	...	...	19,56	...	29,89	29,89	199			
BY THE GOVERNMENT OF INDIA.												
96	85	...	...	...	...	1,84,32	7,69	1,92,01	1,280	(*b*)	4	
90	88	...	...	...	...	11,39	...	11,39	76	(*j*)	5	*Receives land only from Government.
77	67	24,06	...	6,35	...	9,90,46	4	9,90,50	6,855	(*a*)	13	
85	76	...	...	2,87	4	1,02,07	3,42	1,05,49	704	(*b*)	14	
14	14	...	...	...	...	7,24	...	7,24	48	(*d*)	21	† Includes an expenditure of Rs. 6,18,993 incurred prior to the transfer of the working of the line to the Rohilkund and Kumaon Railway Company.
17	16	...	...	...	...	8,23	...	8,23	55	(*e*)	21	
66	57	...	...	13	...	1,70,00	...	1,70,00	1,167	(*a*)	26	
23	23	...	...	...	...	†8,95	...	8,95	60	(*e*)	26	
64	57	...	...	1,60	...	76,45	9,24	85,69	571	(*a*)	34	
25	22	...	...	27	...	6,28	...	6,28	42	(*a*)	41	
...	...	...	...	...	80	...	6,97	6,97	46	(*a*)	43	‡No Expenditure has been incurred on the line since 1914.
47	43	...	...	67	...	44,17	...	44,17	295	(*a*)	51	
...	...	24,06	...	11,89	84	16,09,56	27,36	16,36,92	11,199			
BY LOCAL GOVERNMENTS.												
1,31	1,08	22	...	1,50	...	1,14,19	...	1,14,19	761	(*a*)	18	
...	...	...	...	...	63	...	17,64	17,64	118	(*a*)	38	
79	71	...	...	3,21	...	43,63	...	43,63	291	(*a*)	53	
...	...	22	...	4,71	63	1,57,82	17,64	1,75,46	1,170			
COMPANIES' LINES.												
3,08	1,51	...	...	...	...	16,94	...	16,94	113	(*b*)	18	
...	...	...	...	...	...	...	6,51	6,51	43	(*a*)	29	
34	32	1	...	50	...	11,85	...	11,85	79	(*a*)	35	
available	...	...	...	...	...	...	...	...	...	(*a*)	49	
34	29	...	...	...	...	1,13	...	1,13	8	(*a*)	57	
16	14	...	...	...	...	2,86	...	2,86	19	(*a*)	59	
...	...	1	...	50	...	32,78	6,51	39,29	262			

APPEN

(i) *Capital outlay during the financial year and*

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railways.	Gauge.	Capital outlay on final heads during the financial year (in thousands of rupees).				Total capital outlay on final heads (excluding ferrie).	
Main head.	Sub-head.			On new lines, *i.e.*, lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Total capital outlay.	Open.	Under construction.
1	2	3	4	5	6	7	8	9	10
									IX.—DISTRICT
6	(c)	Tenali-Repalli	5′ 6″	...	...	3,53	3,53	12,15	...
6	(e)	Bezwada-Masulipatam	3′ 3⅜″	...	...	4	4	22,08	...
10	(e)	Podanur-Pollachi	,,	5,25	93	66	6,84	10,17	...
10	(h)	Tanjore District Board	,,	1,54	...	37	1,91	54,09	1,56
10	(m)	Suramangalam-Salem	5′ 6″	1,18	...	...	1,18	...	1,18
10	(o)	Tinnevelly-Tiruchendra	3′ 3⅜″	62	...	...	62	...	64
		Total	...	8,59	93	4,60	14,12	98,49	3,38
									X.—COMPANIES' LINES SUBSIDIZED
14	(a)	Bengal Dooars	3′ 3⅜″	...	14	—3	11	31,52	...
30	(a)	Arrah-Sasaram Light	2′ 6″	...	...	—14	—14	22,50	...
33	(a)	Baraset-Basirhat Light	,,	...	11	—48	—37	22,28	...
36	(a)	Bukhtiarpur-Bihar Light	,,	...	...	55	55	13,25	...
46	(a)	Jessore-Jhenidah	,,	...	...	19	19	12,75	...
52	(a)	Tezpore-Balipara Light	,,	...	...	...	...	4,87	...
55	(a)	Howrah-Amta Light	2′ 0″	...	22	4	26	25,41	...
56	(a)	Howrah-Sheakhala Light	,,	...	23	2	25	7,30	...
		Total	...	...	70	15	85	1,39,88	...
									XI.—NATIVE STATE LINES WORKED
15	(a)	Bhavnagar State	3′ 3⅜″	...	2,03	30	2,33	1,16,44	...
15	(b)	Dhrangadra	,,	2,60	...	6	2,66	13,70	...
19	(a)	Gondal-Porbandar State	,,	...	1,04	8	1,12	71,63	...
19	(b)	Jetalsar-Rajkot	,,	...	...	1	1	16,21	...
19	(c)	Khijadiya-Dhari	,,	2,61	...	22	2,83	11,34	6,62
20	(a)	Jamnagar	,,	...	...	...	...	23,58	...
21	(a)	Jodhpur	,,	24	3,02	1,98	5,24	1,90,26	17
21	(b)	Bikaner	,,	50	2,18	—36	2,32	1,19,70	10
21	(f)	Pipar-Bilara Light	2′ 0″	...	3	7	10	2,90	...
22	(a)	Junagad State	3′ 3⅜″	87	95	36	2,18	61,40	29
23	(a)	Morvi (including 2′ 6″ gauge)	,,	...	1,03	10	1,13	52,94	...
24	(a)	Mysore-Arsikere	,,	18,19	82	...	19,01	...	31,84
25	(a)	Okhamandal	,,	1,09	...	...	1,09	...	2,28
27	(a)	Udaipur-Chitorgarh	,,	...	12	7	19	22,59	...
40	(a)	Cutch State	2′ 6″	9	2	3	14	10,84	9
42	(a)	Dholpur-Bari	,,	...	2	—1	1	12,42	...
48	(a)	Kolar District	,,	7,61	34	—2	7,93	12,08	...
54	(a)	Gwalior Light	2′ 0″	...	...	2,42	2,42	74,69	...
60	(a)	Tarikere-Narasimharajapura	,,	47	1	...	48	2,97	...
		Total	...	34,27	11,61	5,31	51,19	8,15,69	41,59

DIX 3—*contd.*

(ii) total capital outlay to end of the financial year 1915-16.

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR—(IN THOUSANDS OF RUPEES).										CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1).		REMARKS.
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay (including ferries and suspense).		Grand total (columns 17 & 18).				
Open (calculated on mileage in column 12 of Appendix 2).	Of single track including sidings (calculated on mileage in column 15 of Appendix 2).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	Sub-head.	Main head.	
11	12	13	14	15	16	17	18.	19	20	21	22	23
BOARDS' LINES.												
58	55	...	...	...	...	12,15	...	12,15	81	(c)	6	
43	38	...	...	..	...	22,08	...	22,08	147	(e)	6	
41	38	...	...	92	...	11,09	...	11,09	74	(e)	10	
48	44	...	...	...	4,41	54,09	5,97	60,06	400	(h)	10	
...	...	...	...	...	...	...	1,18	1,18	8	(m)	10	
...	...	...	...	...	22	...	86	86	6	(o)	10	
...	...	..	...	92	4,63	99,41	8,01	1,07,42	716			
BY DISTRICT BOARDS.												
87	77	1,35	...	29	...	33,16	...	33,16	215	(a)	14	
35	32	...	...	38	...	22,88	...	22,88	153	(a)	30	
43	40	...	...	1,53	...	23,81	...	23,81	159	(a)	33	
40	38	...	...	35	...	13,60	...	13,60	91	(a)	36	
35	32	...	...	6	...	12,81	...	12,81	85	(a)	46	
24	23	...	...	...	...	4,87	...	4,97	32	(a)	52	
58	52	...	...	1,46	...	26,87	...	26,87	179	(a)	55	
37	35	...	...	41	...	7,71	...	7,71	51	(a)	56	
...	...	1,35	...	4,48	...	1,45,71	...	1,45,71	965			
BY NATIVE STATES.												
57	50	...	...	4,72	...	1,21,16	...	1,21,16	808	(a)	15	
32	29	...	...	37	...	14,07	...	14,07	94	(b)	15	
50	45	...	...	2,15	...	73,78	...	73,78	492	(a)	19	
35	32	...	...	13	...	16,34	...	16,34	109	(b)	19	
44	38	...	...	...	97	11,34	7,79	19,13	127	(c)	19	
47	44	...	...	38	...	23,96	...	23,96	160	(a)	20	
31	29	...	...	9,48	...	1,99,74	17	1,99,91	1,333	(a)	21	
24	23	...	...	1,54	...	1,21,24	10	1,21,34	809	(b)	21	
11	11	...	...	...	...	2,90	...	2,90	19	(f)	21	
51	46	...	...	2,40	...	63,80	29	64,09	427	(a)	22	
57	51	...	...	87	...	53,81	...	53,81	359	(a)	23	
...	...	...	...	...	21,53	...	53,37	53,37	356	(a)	24	
...	...	...	...	...	5,79	...	8,07	8,07	54	(a)	25	
34	31	...	...	...	...	22,59	...	22,59	150	(a)	27	
29	27	...	...	...	...	10,34	9	10,93	73	(a)	40	
34	30	...	...	...	...	12,42	...	12,42	83	(a)	42	
30	29	...	...	1,99	...	14,07	...	14,07	94	(a)	48	
30	28	...	...	...	...	74,69	...	74,69	498	(a)	54	
25	24	...	...	...	...	2,97	...	2,97	20	(a)	60	
...	...	...	...	24,03	28,29	8,39,72	69,88	9,09,60	6,065			

(i) Capital outlay during the financial year and

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railways.	Gauge.	Capital outlay on final heads during the financial year (in thousands of rupees).				Total capital outlay on final heads (excluding ferries).	
Main head.	Sub-head.			On new lines, *i.e.*, lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Total capital outlay.	Open.	Under construction.
1	2	3	4	5	6	7	8	9	10
		XII.—NATIVE STATE LINES WORKED							
1	(*d*)	Mourbhanj State	2′ 6″	...	...	2	2	7,27	...
1	(*f*)	Parlakimedi Light	″	...	5	2	7	7,63	...
2	(*b*)	Nagda-Ujjain	5′ 6″	...	...	3	3	22,53	...
2	(*c*)	Petlad-Cambay (Anand-Tarapur section)	″	...	...	60	60	12,52	...
2	(*d*)	Petlad-Cambay (Tarapur–Cambay section)	″	...	...	8	8	8,75	...
2	(*i*)	Gaekwar's Mehsana	3′ 3⅜″	1,17	...	19	1,36	64,67	2,89
2	(*j*)	Jaipur State	″	8,19	...	1	8,20	24,47	11,58
2	(*k*)	Palanpur-Deesa*	″	...	...	...	...	1,85	...
2	(*l*)	Vijapur-Kalol-Kadi	″	...	...	29	29	16,32	...
2	(*m*)	Bilimora-Kalamba	2′ 6″	...	—5	90	85	13,94	...
2	(*o*)	Gaekwar's Dabhoi	″	4,63	82	48	5,93	48,76	5,34
2	(*p*)	Kosamba-Zankhvav	″	...	...	18	18	13,21	...
2	(*q*)	Petlad-Vaso	″	...	4	95	99	7,69	...
2	(*r*)	Rajpipla State	″	31	2	11	44	14,41	31
2	(*s*)	Bodeli-Chhota-Udaipur	″	3,20	...	...	3,20	...	3,20
3	(*d*)	Cooch Behar State	3′ 3⅜″	...	...	13	13	19,56	...
4	(*d*)	Jind-Panipat (Native State section)	5′ 6″	9,77	...	...	9,77	...	12,43
5	(*d*)	Bhopal-Itarsi (Native State section)	″	...	...	...	...	50,00	...
5	(*e*)	Bhopal-Ujjain	″	...	...	3	3	78,82	...
5	(*f*)	Bina-Goona-Baran	″	...	...	2	2	1,00,52	...
6	(*b*)	Kolar Gold-fields	″	...	...	—1	—1	12,09	...
6	(*f*)	Birur-Shimoga	3′ 3⅜″	...	...	2	2	24,37	...
		Carried over	...	27,27	88	4,05	32,20	5,49,38	35,75

DIX 3—*contd.*

(*ii*) *total capital outlay to end of the financial year 1915-16.*

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR—(IN THOUSANDS OF RUPEES).										CLASSIFICATION No. OF RAILWAY. (DETAILED IN "INDEX" TO APPENDIX 1.)		REMARKS.
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay (including ferries and suspense).		Grand total (columns 17 & 18).				
Open (calculated on mileage in column 12 of Appendix 2).	Of single track including sidings (calculated on mileage in column 15 of Appendix 2).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	Sub-head.	Main head.	
11	12	13	14	15	16	17	18	19	20	21	22	23
BY THE MAIN LINE.												
22	21	...	...	...	...	7,27	...	7,27	48	(*d*)	1	
31	29	...	...	...	...	7,63	...	7,63	51	(*f*)	1	
66	64	...	...	...	...	22,53	...	22,53	150	(*b*)	2	
58	50	...	...	10	...	12,62	...	12,62	84	(*c*)	2	
71	54	...	...	...	...	8,75	...	8,75	58	(*d*)	2	
42	38	...	...	...	11	64,67	3,09	67,67	451	(*i*)	2	
34	30	...	...	...	9,71	24,47	21,29	45,76	305	(*j*)	2	
†25	†23	...	...	...	...	1,85	...	1,85	12	(*k*)	2	* The expenditure shown against this railway in this part represents the capital outlay incurred by the Palanpur Durbar.
35	32	...	...	...	...	16,32	...	16,32	109	(*l*)	2	
53	49	...	...	22	...	14,16	...	14,16	94	(*m*)	2	
33	30	...	...	29	7,95	49,05	13,29	62,34	416	(*o*)	2	
51	46	...	...	4	...	13,25	...	13,25	88	(*p*)	2	† Calculated on the outlay incurred by Government and the Palanpur Durbar.
40	35	...	...	...	...	7,69	...	7,69	51	(*q*)	2	
39	35	...	...	...	...	14,41	31	14,72	98	(*r*)	2	
...	...	...	...	...	40	...	3,60	3,60	24	(*s*)	2	
59	55	3	...	...	...	19,59	...	19,59	131	(*d*)	3	
...	...	...	...	...	...	...	12,43	12,43	83	(*d*)	4	
1,12	‡1,28	...	...	...	...	50,00	...	50,00	333	(*d*)	5	‡ Including the British section.
70	64	...	...	...	...	78,82	...	78,82	525	(*e*)	5	
69	64	...	...	...	...	1,00,52	...	1,00,52	670	(*f*)	5	
1,22	77	...	...	...	...	12,09	...	12,09	81	(*b*)	6	
64	57	...	...	...	...	24,37	...	24,37	162	(*f*)	6	
...	...	3	...	65	18,17	5,50,06	53,92	6,03,98	4,024			

(i) *Capital outlay during the financial year and*

Classification No. of Railway (Detailed in "Index" to Appendix 1.)		Railways.	Gauge.	Capital outlay on final heads during the financial year (in thousands of rupees).				Total capital outlay on final heads. (excluding ferries).	
Main head.	Sub-head.			On new lines, *i.e.*, lines under construction for which there is a separate grant.	On rolling-stock.	On improvement of existing lines.	Total capital outlay.	Open.	Under construction.
1	2	3	4	5	6	7	8	9	10
									XII.—NATIVE STATE
		Brought forward . .		27,27	88	4,05	32,20	5,49,38	35,75
6	(*h*)	Hindupur (Yesvantpur-Mysore Frontier).	3′ 3⅜″	...	...	13	13	25,12	...
6	(*i*)	Kolhapur State	,,	...	...	...	...	23,26	...
6	(*j*)	Mysore-Nanjangud	,,	...	...	2	2	6,60	...
6	(*l*)	Sangli State	,,	...	...	...	...	1,78	...
7	(*c*)	Hingoli Branch	,,	...	...	14	14	31,90	...
7	(*e*)	Secunderabad-Gadwal	,,	29,47	2,57	...	32,04	26,85	24,68
8	(*c*)	Jammu and Kashmir (Native State section)	5′ 6″	...	...	2	2	10,53	...
8	(*e*)	Khanpur-Chachran	,,	...	...	...	...	14,00	...
8	(*f*)	Ludhiana-Dhuri-Jakhal	,,	...	...	17	17	42,54	...
8	(*i*)	Rajpura-Bhatinda	,,	...	...	26	26	72,75	...
10	(*g*)	Shoranur-Cochin	3′ 3⅜″	...	16	24	40	69,26	...
		TOTAL .	...	56,74	3,61	5,03	65,38	8,73,97	60,43
									XIII.—COMPANIES' LINES GUARANTEED
7	(*a*)	Nizam's Guaranteed State . . .	5′ 6″	...	4,49	7,78	12,27	5,13,10	...
7	(*d*)	Hyderabad-Godavari Valley . . .	3′ 3⅜″	...	1,11	3,28	4,39	3,13,34	...
31	(*a*)	Bangalore-Chik Ballapur Light . .	2′ 6″	2,18	1,10	...	3,28	9,04	...
		TOTAL .	...	2,18	6,70	11,06	19,94	8,35,48	...
									XIV.—LINES IN FOREIGN TERRITORY WORKED
6	(*m*)	West of India Portuguese . . .	3′ 3⅜″	...	...	2,54	2,54	1,98,40	...
10	(*d*)	Peralam-Karaikkal	,,	...	...	...	...	7,24	...
10	(*f*)	Pondicherry	,,	...	...	...	...	5,69	...
		TOTAL .	...	...	...	2,54	2,54	2,06,33	...
		Total other Railways .		1,83,88	39,69	1,12,51	3,36,08	59,62,08	2,57,88
		GRAND TOTAL .	...	2,77,95	4,45,83	5,42,05	12,65,83	5,12,84,17	5,24,83

DIX 3—*concld.*

(*ii*) *total capital outlay to end of the financial year 1915-16.*

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR—(IN THOUSANDS OF RUPEES).										CLASSIFICATION No. OF RAILWAY. (DETAILED IN "INDEX" TO APPENDIX 1.)		REMARKS.
Cost per mile (excluding ferries and suspense).		Ferries, etc.		Suspense (value of stores, etc., not finally charged off in the accounts).		Total capital outlay (including ferries and suspense).		Grand total (columns 17 & 18).				
Open (calculated on mileage in column 12 of Appendix 2).	Of single track including sidings (calculated on mileage in column 15 of Appendix 2).	Open.	Under construction.	Open.	Under construction.	Open.	Under construction.	In thousands of rupees.	Equivalent in sterling (in thousands of pounds).	Sub-head.	Main head.	
11	12	13	14	15	16	17	18	19	20	21	22	23
LINES WORKED BY THE MAIN LINE—*concld.*												
...	...	3	...	65	18,17	5,50,06	53,92	6,03,98	4,024			
49	45	...	...	...	...	25,12	...	25,12	167	(*h*)	6	
79	75	...	...	...	...	23,26	...	23,26	155	(*i*)	6	
42	39	...	...	...	...	6,60	...	6,60	44	(*j*)	6	
36	34	...	...	...	...	1,78	...	1,78	12	(*l*)	6	
63	56	...	...	2	...	31,92	...	31,92	213	(*c*)	7	
58	58	...	...	6,34	9,69	33,19	34,37	67,56	450	(*e*)	7	
66	55	...	...	...	...	10,53	...	10,53	70	(*c*)	8	
64	55	...	...	...	...	14,00	...	14,00	93	(*e*)	8	
54	50	...	...	...	...	42,54	...	42,54	284	(*f*)	8	
67	55	...	...	...	...	72,75	...	72,75	485	(*i*)	8	
1,07	91	87	...	38	...	70,51	...	70,51	470	(*g*)	10	
...	...	90	...	7,39	27,86	8,82,26	88,29	9,70,55	6,467			
BY NATIVE STATES.												
1,55	1,36	...	...	17,54	...	5,30,64	...	* 5,30,64	4,017	(*a*)	7	
80	71	...	...	6,61	...	3,19,95	...	3,19,95	2,116	(*d*)	7	
32	31	...	...	1,14	...	10,18	...	10,18	68	(*a*)	31	
...	...	...	...	25,29	...	8,60,77	...	8,60,77	6,201			
BY BRITISH INDIAN RAILWAY COMPANIES.												
3,78	2,90	...	...	...	...	1,93,40	...	1,93,40	1,559	(*m*)	6	
49	43	...	...	...	...	7,24	...	7,24	48	(*d*)	10	
72	56	...	...	...	...	5,69	...	5,69	38	(*f*)	10	
...	...	...	...	...	...	2,06,33	...	2,06,33	1,645			
...	...	26,54	...	87,71	89,00	60,76,33	3,46,88	64,23,21	43,694			
...	...	3,27,07	...	13,87,05	1,05,05	5,29,98,29	6,29,88	5,37,06,53	391,585			

*Includes Rs. 78,36,000 or £522,000 on account of "Unclassified expenditure, *vide* columns 19 and 20 on page 277.

APPEN

Capital liability on account of railways classed

Classification No. of Railway. (Detailed in "Index" to Appendix 1.)		Railways.	Capital Liability							
			Share capital of purchased railways being paid off by annuities.							
				Deduct						
Main head.	Sub-head.		Commuted value of stock purchased.	Commuted capital representing annuities which were purchased by creation of debt (liability included in column 11).	New stock of Great India n Peninsula and Madras and Southern Mahratta Railway Companies issued in exchange for portions of annuities.	Net capital to be paid off by annuities.	*Deduct* amount redeemed by annuity payments.	Net outstanding.	State outlay.	Amount outstanding of debt incurred for purchase of railways.
1	2	3	4	5	6	7	8	9	10	11
			£	£	£	£	£	£	£	£
										I.—STATE LINES
...	...	Bilaspur-Etawah	...	...	...	...	...	...	5,009	...
3	(a) & (c)	Eastern Bengal 5′ 6″, 3′ 3⅜″ and 2′ 6″ gauges	3,391,917	542,070	...	2,849,847	430,426	2,419,421	19,073,972	1,298,799
...	...	Expenditure in England for stores purchased and remaining unappropriated.	...	...	...	...	...	...	1,415	...
...	...	Frontier railway reserve	...	...	...	...	...	...	290,486	...
...	...	Ganges bridge at Kachla	...	...	...	...	...	...	5,094	...
58	...	Jorhat (Provincial)	...	...	...	...	...	...	72,713	...
...	...	Jakhal-Hissar	...	...	...	...	...	...	...	...
...	...	Jullundur-Hoshiarpur	...	...	...	...	...	...	...	...
...	...	Laki-Pezu-Tank	...	...	...	...	...	...	174,601	...
...	...	Lower Ganges Bridge—Hardinge Bridge	...	...	...	...	...	...	2,517,437	...
...	...	Nagpur-Chhattisgarh (Depreciation Account)	...	...	...	...	...	...	43,803	...
8	(a)	North Western	14,009,124	4,911,216	...	9,097,908	1,292,842	7,805,066	49,599,802	3,533,703
9	(a)	Oudh and Rohilkhand	...	...	...	...	...	...	8,137,381	10,693,599
...	...	Petroleum operations in Baluchistan	...	...	...	...	...	...	7,946	
...	...	Raja Bhat Khawa-Dalsingpara	...	...	...	...	...	...	74,750	...
...	...	Ranaghat-Bhagwangola	...	...	...	...	...	...	20,163	...
...	...	Rangiya-Tangla	...	...	...	...	...	...	85,127	...
...	...	Sabarmati-Dholka	...	...	...	...	...	...	3,993	...
...	...	Singhjani-Fulchari	...	...	...	...	...	...	140,514	...
...	...	Southern Mahratta (Depreciation on works)	...	...	...	...	...	...	35,138	...
...	...	State railway stores	...	...	...	...	...	...	20,192	...
...	...	Umaria Colliery	...	...	...	...	...	...	12,178	...
...	...	Vizagapatam-Raipur	...	...	...	...	...	...	16,336	...
...	...	Warora Colliery	...	...	...	...	...	...	69,746	...
		Total	17,401,041	5,453,286	...	11,947,755	1,723,268	10,224,487	80,407,796	15,526,101
										II.—STATE LINES WORKED
5	(b)	Agra-Delhi Chord	...	...	...	...	...	...	983,746	...
12	(a)	Assam-Bengal	...	...	...	...	...	...	7,594,707	...
5	(c)	Baran-Kotah	...	...	...	...	...	...	309,852	...
		Carried over	...	...	...	...	...	...	8,888,305	...

DIX 4.

as State railways at the end of 1915-16.

AT END OF THE YEAR.

Nominal amounts of Companies' capital.						Overdrafts.	Capital not bearing interest including discounts on capital raised.	Advances by the Secretary of State to Companies.				Total capital liability (excluding capital not bearing interest, column 19).
Share Capital.				Debenture and Debenture stock.								
In England.		In India.		In England.				In England.		In India.		
Rate of interest.	Amount.	Rate of interest.	Amount.	Rate of interest.	Amount.			Rate of interest.	Amount.	Rate of interest.	Amount.	
12	13	14	15	16	17	18	19	20	21	22	23	24
	£		£		£	£	£		£		£	£
WORKED BY THE STATE.												
...	...	...	...	...	...	...	...	...	...	...	...	5,009
...	...	...	...	...	...	...	...	...	...	...	...	22,792,192
...	...	...	...	...	...	...	...	...	...	...	...	1,415
...	...	...	...	...	...	...	...	...	...	...	...	290,486
...	...	...	...	...	...	...	...	...	...	...	...	5,094
...	...	...	...	...	...	...	...	...	...	...	...	72,713
...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	174,601
...	...	...	...	...	...	...	...	...	...	...	...	2,517,437
...	...	...	...	...	...	...	...	...	...	...	...	43,803
...	...	...	...	...	...	...	...	...	...	...	...	60,938,571
...	...	...	...	...	...	...	...	...	...	...	...	18,830,980
...	...	...	...	...	...	...	...	...	...	...	...	7,946
...	...	...	...	...	...	...	...	...	...	...	...	74,750
...	...	...	...	...	...	...	...	...	...	...	...	20,163
...	...	...	...	...	...	...	...	...	...	...	...	85,127
...	...	...	...	...	...	...	...	...	...	...	...	3,993
...	...	...	...	...	...	...	...	...	...	...	...	140,514
...	...	...	...	...	...	...	...	...	...	...	...	35,138
...	...	...	...	...	...	...	...	...	...	...	...	20,192
...	...	...	...	...	...	...	...	...	...	...	...	12,178
...	...	...	...	...	...	...	...	...	...	...	...	16,336
...	...	...	...	...	...	...	...	...	...	...	...	69,746
...	...	...	...	...	...	...	...	...	...	...	...	106,158,384
BY COMPANIES.												
...	...	...	...	...	...	...	...	...	...	...	...	983,746
3%	1,500,000	...	...	3½%	300,000	...	—1,908	...	...	...	...	10,372,607
				3½%	480,000							
				3¾%	125,000							
				4 %	372,000							
...	...	...	...	...	...	...	...	...	...	...	...	309,852
...	1,500,000	...	...	...	1,277,000	...	—1,908	...	...	...	...	11,666,205

APPEN

Capital liability on account of railways classed as State

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railways.	Capital Liability							
			Share capital of purchased railways being paid off by annuities.							
				Deduct.						
Main head.	Sub-head.		Commuted value of stock purchased.	Commuted capital representing annuities which were purchased by creation of debt (liability included in column 11).	New stock of Great Indian Peninsula and Madras and Southern Mahratta Railway Companies issued in exchange for portions of annuities.	Net capital to be paid off by annuities.	*Deduct* amount redeemed by annuity payments.	Net outstanding.	State outlay.	Amount outstanding of Debt incurred for purchase of railways.
1	2	3	4	5	6	7	8	9	10	11
			£	£	£	£	£	£	£	£
										II.—STATE LINES
		Brought forward	...	...	...	...	...	...	8,888,305	...
1	(*a*) to (*c*) & (*e*), (*g*) & (*h*)	Bengal-Nagpur	...	...	...	...	...	...	*16,430,742	...
7	(*b*)	Bezwada Extension	...	...	...	...	...	...	83,119	...
5	(*d*)	Bhopal-Itarsi (British section)	...	...	...	...	...	...	272,293	...
2	(*a*)	Bombay, Baroda and Central India	...	...	...	...	...	...	†19,865,442	12,556,903
16	(*a*)	Burma	...	...	...	...	...	...	6,494,155	...
16	(*b*)	Burma Extensions	...	...	...	...	...	...	2,510,595	...
5	(*j*)	Cawnpore-Banda	...	...	...	...	...	...	526,132	...
...	...	Coonoor-Ootacamund	...	...	...	...	...	...	286,844	...
...	...	Dharmapuri-Hosur	...	...	...	...	...	...	142,549	...
6	(*g*)	Dhone-Kurnool	...	...	...	...	...	...	67,245	...
4	(*a*)	East Indian	32,750,000	7,282,366	...	25,467,634	4,263,150	21,205,484	7,164,349	9,565,738
5	(*a*)	Great Indian Peninsula	34,859,218	...	1,750,000	33,109,218	6,276,730	26,832,488	15,444,433	5,964,666
...	...	Indian Midland	...	...	...	...	...	...	2,542,056	1,201,321
21	(*c*)	Jodhpur-Hyderabad (British section)	...	...	...	...	...	...	296,350	...
26	(*b*)	Lucknow-Bareilly	...	...	...	...	...	...	341,409	...
6	(*a*)	Madras and Southern Mahratta‡	12,819,558	...	1,500,000	11,319,558	809,326	10,510,232	9,529,447	1,718,102
6	(*h*)	Mysore section (Madras and Southern Mahratta).	...	...	...	...	...	...	...	...
...	...	Roserah-Khagaria	...	...	...	...	...	...	204,737	...
...	...	Samastipur-Roserah	...	...	...	...	...	...		
10	(*a*)	South Indian	...	...	...	...	...	...	3,303,634	4,726,169
10	(*i*)	Tinnevelly-Quilon (Travancore-British section).	...	...	...	...	...	...	2,134	...
10	(*j*)	Tinnevelly-Quilon (Travancore-Native State section).	...	...	...	...	...	...	11,716	...
13	(*b*)	Tirhoot	...	...	...	...	...	...	5,215,293	...
		TOTAL	80,428,776	7,282,366	3,250,000	69,896,410	11,348,206	58,548,204	100,122,979	35,732,899
		GRAND TOTAL	97,829,317	12,735,652	3,250,000	81,844,165	13,071,474	68,772,691	180,530,775	51,259,000

* Includes over draft and advances which are now treated in the accounts as State outlay.
† Includes £134,000 on account of the contribution from the Company's Provident Fund and Advances by Home Board.
‡ The figures relating to the purchase of the late Madras railway as shown in columns 4, 6, 7, 8, 9 and 11, though for convenience incorporated with those for the Madras and Southern Mahratta railway, relate also to the South Indian railway, with which a portion of the late Madras railway has been amalgamated.

DIX 4—*concld.*

railways at the end of 1915-16.

AT END OF THE YEAR.												
NOMINAL AMOUNTS OF COMPANIES' CAPITAL.								ADVANCES BY THE SECRETARY OF STATE TO COMPANIES.				
Share Capital.				Debentures and Debenture stock.				In England.		In India.		
In England.		In India.		In England.								
Rate of interest.	Amount.	Rate of interest.	Amount.	Rate of interest.	Amount.	Over-drafts.	Capital not bearing interest including discounts on capital raised.	Rate of interest.	Amount.	Rate of interest.	Amount.	Total capital liability (excluding capital not bearing interest, column 19).
12	13	14	15	16	17	18	19	20	21	22	23	24
	£		£		£	£	£		£		£	£
WORKED BY COMPANIES—*concld.*												
...	1,500,000	...	...	...	1,277,900	...	—1,908	...	...	...	...	11,666,205
3½ %	*2,295,289	...	...	3½ % 3¾ % 4 % 5 %	5,330,400 555,000 2,325,500 448,900	...	—70,736	...	...	...	...	28,085,831
...	...	...	...	...	...	...	...	...	...	...	...	83,119
...	...	...	...	...	...	...	...	...	...	...	...	272,293
3 %	2,000,000	...	...	3½ %	1,000,000	...	—40,636	...	...	...	...	35,422,345
2½ %	3,000,000	...	...	3 %	1,250,000	914,192	—30,181	...	...	...	...	11,658,347
...	...	...	...	...	...	...	...	...	...	...	...	2,510,595
...	...	...	...	...	...	...	...	...	...	...	...	526,132
...	...	...	...	...	...	...	...	...	...	...	...	286,844
...	...	...	...	...	...	...	...	...	...	...	...	142,549
...	...	...	...	...	...	...	...	...	...	...	...	67,245
...	...	...	...	3 % 3½ % 4½ %	8,000,000 7,000,000 3,500,000	...	—751,457	...	...	...	...	56,435,571
3 %	2,575,000	...	...	3½ %	3,500,000	...	—246,842	3½ %	2,500,000	...	...	56,816,587
...	...	...	...	...	...	...	...	...	...	...	...	3,743,377
...	...	...	...	...	...	...	...	...	...	...	...	296,350
...	...	...	...	3½ % 4 %	75,000 †435,000	...	13,102	...	...	3½ % 4 %	291,244 184,407	1,327,060
3½ %	4,991,510	3½ %	8,460	3¼ % 3½ % 3¾ % 4 %	505,000 1,485,000 335,000 2,500,000	—1,260,199	—8,196	...	...	...	...	30,322,582
...	...	...	...	4 %	1,200,000	...	24,000	...	...	...	...	1,200,000
...	...	...	...	...	...	...	...	...	...	...	...	264,737
3½ %	1,000,000	...	...	3¼ % 4 5	375,000 2,318,248 73,000	...	—23,004	...	...	...	...	12,296,051
...	...	...	...	3½ % 3¾ % 5	172,891 46,334 67,875	...	432	...	...	...	...	289,234
...	...	...	...	3½ % 3¾ % 5 %	327,109 78,666 369,125	...	818	...	...	...	...	786,616
...	...	...	...	...	...	...	...	...	...	...	...	5,215,293
...	18,061,829	...	8,460	...	44,550,948	—346,007	—1,134,608	...	2,500,000	...	475,651	259,654,963
...	18,061,829	...	8,460	...	44,550,948	—346,007	—1,134,608	...	2,500,000	...	475,651	365,813,347

* The nominal liability of the Secretary of State to the Company is £3,000,000, but the net liability is £2,995,289 only, as the Secretary of State took over from holders the sum of £4,711 Capital Stock at their option.

†State share of "Joint Debenture Stock" of £800,000. The proceeds of this loan were not paid over to Government.

Details of gross earnings

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Year.	COACHING TRAFFIC.												Other coaching traffic earnings. [In thousands.]
				Passenger Traffic.												
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.		
Main head.	Sub-head			No. [In hundreds.]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands.]	No. of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands.]	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
		5' 6" GAUGE.			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.
1	(a) to (c), (e), (g) & (h)	Bengal-Nagpur.	1911	26,3	2,97	81,1	3,60	314,4	2,97	13,773,0	90,81	560,5	47	14,755,3	1,00,82	10,10
			1912	30,7	3,69	88,4	4,09	415,2	4,05	15,140,9	1,09,53	651,3	56	16,326,5	1,21,92	12,89
			1st qr. of 1913	9,7	1,20	22,5	97	111,9	1,05	4,063,7	30,98	172,7	15	4,380,5	34,35	3,47
			1913-14.	31,9	3,96	100,8	4,21	506,5	5,06	15,686,7	1,11,73	770,8	69	17,096,2	1,25,65	14,56
			1914-15.	32,5	3,85	101,5	4,36	572,0	5,57	15,409,2	1,01,56	762,6	66	16,877,8	1,16,00	14,64
			1915-16.	29,3	3,56	104,9	3,34	701,5	6,66	14,778,3	99,30	720,3	63	16,334,3	1,14,49	16,55
2	(a) to (e) & (m) to (r)	Bombay, Baroda and Central India.	1911	57,1	3,09	488,1	6,33	273,6	6,16	25,710,4	81,69	9,002,6	5,43	35,531,8	1,02,70	14,73
			1912	54,6	3,37	475,3	6,78	320,4	7,63	27,152,3	83,42	9,024,3	5,32	37,027,1	1,06,52	16,10
			1st qr. of 1913	19,1	1,14	126,0	1,81	84,9	2,16	7,085,6	21,41	2,475,9	1,41	9,791,5	28,01	3,92
			1913-14.	60,1	3,74	513,6	6,86	296,4	7,75	28,766,2	87,35	9,771,1	5,73	39,407,4	1,11,43	19,25
			1914-15.	48,1	3,36	513,5	7,36	336,0	7,23	29,439,5	90,64	9,747,8	5,69	40,084,9	1,14,28	27,27
			1915-16.	49,1	2,91	588,1	7,74	539,6	8,59	31,309,9	91,40	10,213,7	5,94	42,650,4	1,16,58	22,16
3	(a) & (b)	Eastern Bengal.	1911	*91,7	2,30	*239,9	2,65	*2,590,2	7,57	*25,235,4	47,72	*3,590,9	2,94	*31,748,1	63,18	8,66
			1912	*89,4	2,34	*248,7	3,04	*2,713,8	8,58	*26,058,3	50,29	*3,865,1	3,39	*32,975,3	67,64	9,68
			1st qr. of 1913	*20,4	54	*70,4	70	*709,5	2,08	*7,018,9	14,55	*1,087,6	90	*8,906,8	18,77	2,23
			1913-14.	*65,2	2,64	*257,3	3,14	*3,024,9	8,68	*28,534,9	54,79	*4,347,6	3,67	*36,229,9	72,92	10,33
			1914-15.	*59,9	2,14	*254,1	3,13	*3,085,8	8,51	*26,867,4	48,20	*4,667,7	3,81	*34,934,9	65,79	8,74
			1915-16.	*57,4	2,29	*256,8	3,32	*3,172,8	9,28	*26,507,8	55,14	*4,983,5	4,22	*34,978,3	74,25	9,62
4	...	East Indian.	1911	98,1	11,42	292,5	11,63	2,394,6	23,31	31,194,5	2,16,88	2,576,9	2,35	36,556,6	2,65,59	41,06
			1912	88,4	9,47	256,6	10,60	2,534,6	23,41	33,686,9	2,34,07	2,669,7	2,45	39,231,2	2,80,00	39,58
			1st qr. of 1913	26,7	3,40	69,6	2,89	679,6	6,25	8,596,6	60,07	702,7	67	10,075,2	73,28	10,58
			1913-14.	88,2	10,37	271,2	10,86	2,744,1	25,40	35,500,4	2,43,12	2,958,9	2,71	41,562,8	2,92,46	37,00
			1914-15.	75,7	8,03	273,5	10,58	2,723,2	25,25	35,146,0	2,32,89	3,236,7	2,81	41,455,1	2,79,56	43,13
			1915-16.	77,0	8,23	289,3	11,63	2,813,9	26,12	35,003,0	2,27,83	3,369,9	2,90	41,553,1	2,76,71	42,60
5	...	Great Indian Peninsula.	1911	97,0	14,73	358,4	15,07	1,065,2	20,71	25,319,8	1,47,96	6,278,0	3,30	33,118,4	2,01,77	44,73
			1912	88,4	12,21	347,0	13,46	74,5	2,01	28,470,6	1,75,58	6,510,6	3,39	35,491,1	2,06,85	40,34
			1st qr. of 1913.	23,6	3,74	87,5	3,58	33,6	76	7,629,2	47,30	1,849,3	90	9,623,2	56,48	10,83
			1913-14.	90,5	13,42	364,0	14,34	139,5	3,62	30,103,0	1,91,93	7,069,0	3,55	37,766,0	2,26,86	44,99
			1914-15.	85,9	12,02	367,4	14,98	145,1	3,80	28,007,0	1,79,39	6,641,1	3,29	35,246,5	2,13,48	64,15
			1915-16.	86,9	11,11	469,5	20,77	15,80	4,28	28,527,9	1,76,74	7,279,4	3,53	36,521,7	2,16,43	64,96
6	(a) to (c)	Madras and Southern Mahratta.	1911	*45,6	3,19	*204,8	3,89	*27,5	61	*28,959,3	61,51	*856,0	24	*30,093,2	69,44	11,72
			1912	*46,8	3,20	*235,6	4,15	*33,4	74	*30,949,8	66,05	*878,1	27	*32,143,7	74,41	12,54
			1st qr. of 1913	*12,8	1,09	*61,8	1,01	*24,4	25	*8,177,4	18,06	*242,9	7	*8,519,3	20,48	3,25
			1913-14.	*50,1	3,56	*246,5	4,36	*250,4	1,66	*34,323,8	71,75	*1,018,8	30	*35,889,6	81,63	14,91
			1914-15.	*44,6	3,01	*269,6	4,42	*302,2	1,90	*34,623,8	70,98	*1,240,1	35	*36,480,3	80,66	16,13
			1915-16.	*45,1	2,97	*286,4	4,66	*367,1	2,47	*36,161,4	77,12	*1,430,4	41	*38,290,4	87,63	17,97
7	(a) & (b)	Nizam's Guaranteed State.	1911	8,6	57	48,5	1,03	376,0	2,96	1,325,5	7,16	42,1	14	1,800,7	11,86	1,97
			1912	9,7	60	49,0	1,01	445,9	3,60	1,397,6	7,32	36,2	6	1,938,4	12,59	2,48
			1st qr. of 1913	2,6	17	11,6	24	118,8	1,00	373,0	2,00	8,8	1	514,8	3,42	55
			1913-14.	9,5	63	53,6	1,10	419,0	3,77	1,678,6	8,77	31,1	5	2,191,8	14,32	2,29
			1914-15.	8,2	52	54,9	1,12	457,4	3,91	1,605,4	8,48	34,2	4	2,160,1	14,07	2,88
			1915-16.	8,1	48	58,9	1,16	493,9	4,25	1,566,1	8,17	35,0	4	2,162,0	14,10	2,23

* Includes figures for the 3' 3⅜" gauge section.

DIX 5.

of each railway system.

Total coaching traffic earnings. [In thousands.]	GOODS TRAFFIC.													Electric telegraph earnings. [In thousands]	Steam boat earnings. [In thousands]	Sundry earnings. [In thousands]	Total gross earnings. [In thousands.]
	Merchandise, General.		Military Stores.		Coal and coke for the public and foreign railways.		Revenue Stores, including coal and materials for construction.		Live-stock.		Other goods traffic.	Total goods traffic.					
	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands]	Earnings. [In thousands]	Tons. [In thousands]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.] †	Earnings. [In thousands.]	Earnings. [In thousands]	Tons. [In thousands.]	Earnings. [In thousands.]				
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
1,10,92	2,370	1,27,93	1	27	2,767	73,74	692	12,93	16	1,06	1,02	5,846	2,17,00	44	85	10,49	3,39,70
1,34,81	2,901	1,51,03	2	30	3,034	81,04	726	14,37	20	1,37	1,73	6,683	2,49,84	49	1,19	16,30	4,02,63
37,82	910	45,37	...	4	818	22,18	180	3,79	8	56	92	1,916	72,86	13	32	4,13	1,15,26
1,40,21	3,367	1,60,51	1	17	3,049	83,21	843	16,19	26	2,09	3,52	7,286	2,65,69	49	1,65	12,55	4,20,59
1,30,64	2,918	1,48,82	2	36	3,842	94,48	1,023	18,67	18	1,69	1,28	7,303	2,65,30	42	1,26	12,39	4,10,01
1,31,04	3,262*	1,70,05	5	1,00	3,352	1,05,38	966	18,38	22	1,83	1,75	7,607	2,98,39	39	1,76	12,15	4,43,73
1,17,43	2,373	1,67,87	2	20	217	4,26	730	5,30	52	7,57	33	3,374	1,85,53	60	...	3,24	3,06,80
1,22,62	2,573	2,08,05	1	16	222	6,49	834	10,08	29	4,60	38	3,659	2,29,76	61	...	3,04	3,56,03
31,93	739	58,22	...	3	72	1,75	286	2,29	7	1,43	—1,07	1,104	62,65	19	...	1,20	95,97
1,30,68	2,731	2,29,97	1	14	247	7,43	1,193	11,27	34	6,57	—3,58	4,206	2,51,80	66	...	7,90	3,91,04
1,41,55	2,557	1,85,68	8	1,42	293	10,40	1,325	10,63	37	7,01	1,17	4,220	2,16,31	61	...	11,27	3,69,74
1,38,74	2,936	2,24,42	10	1,61	318	14,11	896	10,29	47	8,35	1,06	4,207	2,59,84	65	...	8,50	4,07,73
71,84	*2,717	82,77	*12	15	*930	7,18	*1,153	12,00	*8	9	53	*4,820	1,02,72	24	...	6,43	1,81,23
77,32	*2,950	95,72	*14	15	*1,057	7,88	*1,030	8,68	*12	13	2,13	*5,063	1,14,69	27	...	6,90	1,99,18
21,00	*775	19,12	*3	4	*275	2,02	*341	4,41	*5	2	57	*1,399	26,18	7	...	2,51	49,76
83,25	*3,227	97,51	*14	12	*1,229	9,98	*1,017	7,60	*24	9	1,97	*5,511	1,17,27	28	...	6,41	2,07,21
74,53	*2,925	81,56	*18	23	*1,290	10,41	*1,149	10,05	*12	2	80	*5,394	1,03,07	25	...	6,69	1,84,54
88,87	*3,087	1,03,02	*25	25	*1,220	10,58	*942	9,57	*16	5	1,00	*5,290	1,24,47	25	...	6,55	2,15,14
3,06,65	5,186	3,43,39	38	6,57	7,543	2,47,89	2,096	29,95	24	5,17	2,69	14,892	6,35,57	97	1,94	12,48	9,57,61
3,19,58	5,493	3,72,17	18	1,55	9,008	3,63,76	2,234	29,43	20	5,06	4,80	16,773	7,16,77	1,08	1,84	12,39	10,51,66
88,86	1,289	86,33	3	28	2,363	80,79	646	9,70	7	1,60	1,08	4,308	1,79,78	27	57	3,15	2,67,63
3,29,46	5,208	3,62,08	11	1,20	9,380	3,03,43	2,406	30,97	29	7,16	3,64	17,034	7,08,48	1,08	2,20	20,94	10,62,16
3,22,69	5,122	3,48,22	23	2,49	9,841	3,34,52	2,555	35,79	24	9,85	2,70	17,565	7,33,57	99	2,46	11,07	10,70,78
3,19,31	5,175	3,44,85	51	5,22	9,723	3,44,37	2,308	33,04	24	8,63	3,12	17,281	7,39,23	96	1,73	22,50	10,83,73
2,46,50	4,545	4,67,80	30	2,96	753	24,00	2,035	23,00	16	3,06	—93	7,379	5,19,89	1,16	...	6,95	7,74,50
2,46,99	5,224	5,39,53	32	3,70	873	26,02	2,262	28,44	22	3,71	9,13	8,413	6,10,53	1,25	...	7,02	8,65,79
67,31	1,534	1,67,58	8	96	233	7,32	496	5,41	4	62	1,73	2,275	1,83,62	31	...	1,73	2,52,97
2,71,85	5,437	5,65,43	34	3,60	896	28,52	3,591	28,84	23	3,40	5,71	9,981	6,35,50	1,13	...	8,86	9,17,34
2,77,63	4,585	4,52,87	72	8,79	1,015	42,66	3,740	35,36	17	2,93	3,74	9,429	5,46,35	1,10	...	10,48	8,35,56
2,81,39	5,266	5,44,44	139	12,42	1,644	76,28	3,957	49,05	18	2,80	68	11,024	6,85,67	1,19	...	7,88	9,76,13
81,16	*2,878	95,98	*6	43	*178	10,01	*544	4,03	*11	1,10	33	*3,617	1,11,88	19	...	4,88	1,98,11
86,95	*3,092	1,07,41	*9	60	*223	11,83	*624	4,36	*15	1,36	58	*3,963	1,26,14	21	...	5,12	2,18,42
23,73	*890	30,31	*2	16	*57	2,74	*132	77	*3	28	16	*1,084	34,42	6	...	1,39	59,60
96,54	*3,233	1,05,45	*11	81	*229	11,80	*643	6,25	*17	1,40	60	*4,133	1,26,31	21	...	5,38	2,28,44
96,79	*3,069	1,06,67	*15	1,20	*259	14,27	*655	8,61	*16	1,63	62	*4,014	1,33,00	20	...	5,52	2,35,51
1,05,60	*3,426	1,21,13	*17	1,44	*281	14,86	*691	9,30	*17	1,65	73	*4,432	1,49,11	18	...	5,14	2,60,03
13,88	526	30,59	3	14	385	12,28	150	1,87	...	5	17	1,064	44,60	26	...	1,93	60,62
15,07	525	30,23	4	20	357	11,49	193	1,59	...	6	13	1,079	43,70	24	...	2,60	61,61
3,97	153	9,19	1	5	94	3,11	48	55	...	1	5	296	12,96	7	...	64	17,64
16,61	581	34,23	4	21	417	13,65	220	1,98	...	4	17	1,222	50,28	22	...	3,78	70,89
16,95	493	27,89	9	57	391	11,39	297	2,59	1	9	13	1,191	42,66	21	...	3,39	63,21
16,33	537	31,10	9	58	476	13,94	166	1,84	...	5	16	1,188	47,67	25	...	5,23	69,48

* Includes figures for the 3' 3⅜" gauge section.

† Live stock has been converted into tons at :—
A head of cattle, or a pony or horse = 0·25 ton.
A head of sheep, goat, etc. ... = 0·025 ton.
An elephant ... ... = 2·50 tons.

Details of gross earnings

Classification No. of Railway (Detailed in "Index" to Appendix I.)		Railway system.	Year.	COACHING TRAFFIC.												
				Passenger Traffic.												
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.		Other coaching traffic earnings [In thousands.]
Main head.	Sub-head			No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	Number of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
		5′ 6″ Gauge —*concld.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.
8	...	North Western. Commercial Section.	1911	*	8,47	*	10,12	*	19,21	*	2,27,74	*	7	*	2,60,61	32,25
			1912	*	7,89	*	9,60	*	16,76	*	2,18,98	*	8	*	2,53,31	32,93
			1st qr. of 1913.	*	2,48	*	2,58	*	4,36	*	57,87	*	4	*	67,33	6,15
			1913-14.	*	8,67	*	10,72	*	19,40	*	2,38,87	*	18	*	2,77,84	33,41
			1914-15.	*	8,30	*	11,89	*	20,11	*	2,48,33	*	20	*	2,88,83	49,79
			1915-16.	*	8,55	*	13,53	*	22,29	*	2,74,77	*	24	*	3,19,38	54,76
		Military Section.	1911	*	1,06	*	1,03	*	1,82	*	23,22	*	...	*	27,13	3,55
			1912	*	95	*	1,06	*	1,57	*	24,41	*	...	*	27,99	3,38
			1st qr of 1913.	*	25	*	28	*	43	*	6,47	*	...	*	7,43	5
			1913-14.	*	1,02	*	1,12	*	1,92	*	26,33	*	1	*	30,40	4,24
			1914-15.	*	1,08	*	1,19	*	1,94	*	26,45	*	1	*	30,67	5,42
			1915-16.	*	1,13	*	1,37	*	2,12	*	28,71	*	1	*	33,34	6,04
		Total North Western Commercial and military sections).	1911	118,8	9,53	326,6	11,15	2,421,4	21,03	50,551,4	2,45,96	141,6	7	53,559,8	2,87,74	35,80
			1912	91,6	8,84	347,5	10,66	1,976,9	18,33	51,383,3	2,43,39	248,4	8	54,047,7	2,81,30	36,31
			1st qr. of 1913.	29,8	2,73	88,6	2,86	518,5	4,79	13,327,1	64,34	79,9	4	14,043,9	74,76	6,70
			1913-14.	97,0	9,69	359,4	11,84	2,346,6	21,32	58,200,1	2,65,20	346,4	19	61,349,5	3,08,24	37,65
			1914-15.	91,5	9,38	373,7	13,08	2,372,6	22,05	59,263,2	2,74,78	355,5	21	62,456,5	3,19,50	55,21
			1915-16.	95,4	9,68	446,6	14,90	2,642,8	24,41	63,295,0	3,03,48	419,3	25	66,899,1	3,52,72	60,80
9	...	Oudh and Rohilkhand.	1911	40,0	3,05	129,5	4,05	1,175,1	8,54	15,568,3	76,92	10,8	1	16,923,7	92,57	9,21
			1912	43,5	3,06	139,4	4,07	1,280,0	8,71	18,139,3	86,54	17,0	2	19,619,2	1,02,40	10,37
			1st qr. of 1913	12,7	94	35,9	99	320,1	2,19	4,494,3	21,70	4,3	1	4,867,3	25,83	2,42
			1913-14.	43,2	3,20	153,2	4,31	1,394,2	9,48	19,837,0	98,35	16,5	2	21,444,1	1,10,36	10,29
			1914-15.	36,7	2,59	142,3	3,94	1,312,0	8,92	17,148,6	81,62	17,0	3	18,656,6	97,10	10,79
			1915-16.	38,7	2,78	172,6	4,57	1,398,2	9,95	17,184,7	84,78	20,4	2	18,814,6	1,02,10	10,85
10	(a)	South Indian.	1911	†	92	†	1,77	...	...	†	20,61	†	17	†	23,47	3,30
			1912	†	1,07	†	2,02	...	...	†	22,46	†	12	†	25,67	3,51
			1st qr. of 1913.	†	26	†	43	...	...	†	5,60	†	3	†	6,32	85
			1913-14.	†	1,19	†	2,09	...	...	†	25,58	†	18	†	29,04	4,32
			1914-15.	†	1,04	†	1,99	...	...	†	25,59	†	13	†	28,75	4,12
			1915-16.	†	1,09	†	1,97	...	...	†	25,96	†	18	†	29,20	4,75
		3′ 3¾″ Gauge														
12	...	Assam-Bengal.	1911	11,8	83	25,6	64	55,1	55	4,094,3	27,50	11,3	4	4,198,1	23,56	2,64
			1912	13,5	87	26,6	64	85,0	77	4,546,8	23,81	14,1	5	4,686,0	26,14	3,19
			1st qr. of 1913	4,3	30	7,8	18	30,6	25	1,364,6	7,86	6,3	2	1,413,6	8,61	1,07
			1913-14.	14,5	92	28,4	64	125,4	1,03	4,920,8	26,00	24,7	7	5,113,8	28,66	3,34
			1914-15.	13,9	87	31,1	65	131,2	1,11	5,304,6	26,55	26,4	8	5,507,2	29,26	3,04
			1915-16.	14,2	73	31,0	58	127,2	1,04	5,165,0	24,42	41,4	11	5,378,8	26,68	2,86
13	...	Bengal and North-Western.	1911	17,6	56	56,5	94	293,3	1,90	22,018,9	81,13	128,7	3	22,515,0	84,56	5,39
			1912	17,4	58	59,4	1,04	312,9	1,98	23,097,3	87,48	132,1	3	23,619,1	91,11	5,56
			1st qr. of 1913	5,2	19	15,4	28	76,9	51	5,696,3	21,23	25,1	1	5,818,9	22,22	2,06
			1913-14.	18,2	65	67,7	1,16	360,8	2,34	25,646,2	98,98	122,9	3	26,215,8	1,03,16	5,52
			1914-15.	16,6	64	70,4	1,27	377,4	2,51	25,749,9	95,46	117,8	3	26,332,1	99,91	5,89
			1915-16.	17,2	67	76,9	1,45	399,6	2,66	25,100,7	91,53	110,3	3	25,704,7	96,34	5,76

* Information not available.
† Included with the South Indian railway (3′ 3¾″ gage.)

DIX 5—*contd.*

of each railway system.

Total coaching traffic earnings. [In thousands.]	GOODS TRAFFIC.												Electric telegraph earnings. [In thousands]	Steam boat earnings [In thousands.]	Sundry earnings. [In thousands]	Total gross earnings. [In thousands.]
	Merchandise, General.		Military Stores.		Coal and coke for the public and foreign railways.		Revenue stores, including coal and materials for construction.		Live-stock.		Other goods traffic.	Total goods traffic.				
	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands]	Earnings. [In thousands]	Tons. [In thousands]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.] §	Earnings. [In thousands.]	Earnings. [In thousands]	Tons. [In thousands.]	Earnings. [In thousands.]				
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
2,92,86	*	4,54,68	*	3,54	*	9,49	*	46,02	*	3,15	10,35	*	5,27,23	95	...	11,92	8,32,96
2,86,24	*	5,84,83	*	3,11	*	9,22	*	44,28	*	2,96	13,54	*	6,57,94	1,00	...	12,21	9,57,39
73,48	*	1,09,75	*	1,26	*	2,19	*	16,86	*	1,13	3,59	*	1,34,78	24	...	1,78	2,10,23
3,11,25	*	4,98,80	*	3,44	*	9,11	*	54,23	*	3,09	13,07	*	5,81,74	1,05	35	27,20	9,21,59
3,38,62	*	4,04,52	*	6,29	*	10,40	*	51,05	*	2,88	10,81	*	4,85,95	1,11	68	23,32	8,49,68
3,74,14	*	4,16,32	*	13,00	*	15,94	*	42,75	*	5,39	8,56	*	5,01,96	1,23	60	11,30	8,89,23
30,68	*	19,49	*	92	*	68	*	3,32	*	41	31	*	25,13	15	...	49	56,45
31,37	*	20,40	*	1,23	*	67	*	3,24	*	67	36	*	26,57	14	...	48	58,56
7,98	*	3,84	*	17	*	13	*	83	*	14	21	*	5,32	3	...	27	13,60
34,64	*	22,74	*	1,07	*	74	*	2,78	*	52	72	*	28,57	15	...	66	64,02
36,09	*	30,23	*	74	*	77	*	3,00	*	48	40	*	35,62	19	...	66	72,56
39,38	*	30,41	*	1,35	*	86	*	3,17	*	58	77	*	37,14	21	...	65	77,38
3,23,54	5,091	4,74,17	40	4,46	457	10,17	5,195	49,34	24	3,56	10,66	10,807	5,52,36	1,10	...	12,41	8,89,41
3,17,61	6,190	6,05,23	59	4,34	488	9,89	4,552	47,52	25	3,63	13,90	11,309	6,84,51	1,14	...	12,69	10,15,95
81,46	1,424	1,13,59	17	1,43	123	2,32	1,610	17,69	8	1,27	3,80	3,182	1,40,10	27	...	2,00	2,23,83
3,45,89	6,000	5,21,54	61	4,51	483	9,85	5,719	57,01	25	3,61	13,79	12,288	6,10,31	1,20	35	27,86	9,85,61
3,74,71	5,368	4,34,75	59	7,03	508	11,17	5,836	54,05	21	3,36	11,21	11,787	5,21,57	1,30	68	23,98	9,22,24
4,13,52	5,598	4,46,73	114	14,35	565	16,80	4,969	45,92	32	5,97	9,33	11,278	5,39,10	1,44	60	11,95	9,66,61
1,01,78	1,674	74,61	8	22	157	3,84	1,076	9,12	3	62	63	2,918	89,04	47	...	16,91	2,08,20
1,12,77	2,134	93,60	4	19	195	4,92	1,702	10,64	5	76	55	4,040	1,10,66	51	..	25,66	2,49,60
28,25	534	21,74	1	6	53	1,26	476	3,55	1	22	48	1,065	27,31	13	...	6,58	62,27
1,20,65	1,936	82,65	6	27	194	4,85	1,292	9,74	8	1,17	67	3,486	99,35	52	...	25,57	2,46,09
1,07,89	1,706	71,95	3	15	217	6,60	1,174	9,13	8	1,15	20	3,108	89,18	46	...	15,38	2,12,91
1,12,95	1,851	82,68	13	95	210	5,31	728	8,03	8	1,52	51	2,810	99,00	47	...	16,26	2,28,68
26,77	†	35,46	†	21	†	4	†	72	†	22	23	†	36,88	7	...	5,94	69,66
29,18	†	36,66	†	19	†	6	†	88	†	29	25	†	38,33	7	...	6,58	74,16
7,17	†	9,59	†	4	†	1	†	27	†	7	6	†	10,04	2	...	1,62	18,35
33,36	†	37,02	†	31	†	16	†	1,20	†	36	29	†	39,34	8	...	6,77	79,55
32,87	†	36,22	†	36	†	22	†	1,32	†	29	32	†	38,73	7	...	6,50	78,17
33,95	†	41,33	†	31	†	47	†	1,31	†	24	32	†	43,98	8	...	6,90	84,91
26,20	415	21,08	...	...	65	2,28	184	2,65	...	6	10	664	26,17	20	...	3,19	55,76
29,33	499	25,57	1	9	74	2,59	145	2,51	1	25	35	720	31,36	22	...	3,59	64,50
9,68	124	5,90	...	1	20	56	38	69	1	8	12	183	7,36	7	...	97	18,08
32,00	607	29,07	...	2	75	1,92	150	2,16	2	25	44	834	33,86	23	...	4,34	70,43
32,30	538	26,75	...	2	93	2,76	150	1,99	2	16	36	783	32,04	20	8	4,23	68,85
29,74	594	27,58	...	...	88	1,95	231	2,22	1	10	56	914	32,41	22	20	4,90	67,47
‡36,03	1,882	84,31	1	3	128	1,56	536	7,09	10	1,19	28	2,557	‡86,35	49	12,07	3,51	1,88,45
‡92,35	2,066	97,87	1	3	160	2,32	520	6,98	16	1,75	37	2,763	‡99,23	52	12,06	6,64	2,10,80
‡23,23	575	26,50	...	...	52	67	119	1,62	6	75	7	752	‡26,93	14	2,64	2,22	55,16
‡1,04,32	1,934	84,10	1	1	150	2,24	422	5,75	23	2,97	43	2,430	‡88,25	51	11,14	5,23	2,09,45
‡1,01,34	1,926	86,33	1	2	202	2,75	355	4,79	5	69	24	2,489	‡86,40	48	11,65	3,88	2,03,75
‡97,32	1,842	83,37	...	...	171	2,38	329	4,67	12	1,43	35	2,354	‡84,18	46	9,37	3,94	1,95,27

* Information not available.

†Included with the South Indian railway (3' 3⅜" gauge).

‡ Excluding the Cawnpore-Burhwal (3' 3⅜" gauge link) earnings of which, as to details, are included with the Bengal and North-Western railway and as to totals with the Oudh and Rohilkhand railway.

§ Live stock has been converted into tons at :—

A head of cattle, or a pony or horse = 0·25 ton.

A head of sheep, goat, etc. ... = 0·025 ton.

An elephant ... = 2·50 tons.

Classification No. of Railway (Detailed in "Index" to Appendix 1.)		Railway system.	Year.	COACHING TRAFFIC.												Other coaching traffic earnings. [In thousands.]
				Passenger Traffic.												
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.		
Main head.	Sub-head.			No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
		3' 3⅜" GAUGE —*contd.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.
			1911	1,0	5	4,0	7	20,0	10	735,0	2,61	...	...	760,0	2,83	36
			1912	2,0	7	4,1	6	24,5	12	846,5	2,99	...	...	877,1	3,24	40
			1st qr. of 1913.	8	3	1,7	2	6,3	3	264,8	1,02	...	...	273,6	1,10	11
14	...	Bengal Doors.	1913-14.	2,2	7	4,9	7	32,4	14	951,6	3,29	...	...	991,1	3,54	46
			1914-15.	2,3	7	5,7	7	33,7	15	895,0	3,00	...	...	936,7	3,29	42
			1915-16.	2,0	7	5,3	8	40,3	17	881,5	3,00	...	...	929,1	3,32	45
			1911	2,7	8	19,0	30	28,3	23	1,342,6	7,08	4,4	1	1,397,5	7,70	54
			1912	2,6	8	22,2	32	...	...	1,358,5	7,25	5,4	1	1,388,7	7,66	62
			1st qr. of 1913.	9	2	7,3	11	...	...	392,9	2,09	1,6	...	402,7	2,22	15
15	...	Bhavnagar State.	1913-14.	2,7	7	24,0	32	...	...	1,449,7	7,32	19,2	2	1,495,6	7,73	64
			1914-15.	2,9	8	25,4	35	...	...	1,612,3	8,01	11,2	2	1,651,8	8,46	69
			1915-16.	2,6	8	25,5	34	...	...	1,592,4	7,93	11,0	2	1,631,5	8,37	70
			1911	33,6	2,89	111,2	3,74	303,7	3,85	23,522,7	1,04,99	51,5	7	24,022,7	1,15,54	13,01
			1912	29,7	2,27	112,6	3,48	356,9	4,11	24,491,8	1,05,48	42,4	7	25,033,4	1,15,41	11,47
			1st qr. of 1913.	9,5	91	33,5	99	92,2	1,00	6,295,6	27,18	10,7	2	6,441,5	30,10	2,41
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	1913-14.	31,0	2,78	125,3	3,84	366,7	3,90	27,189,6	1,14,10	40,9	7	2,775,35	1,24,69	11,61
			1914-15.	24,0	1,98	129,4	3,60	368,2	3,91	26,369,6	1,06,03	48,3	7	26,939,5	1,15,59	12,86
			1915-16.	21,6	1,56	138,2	3,79	365,1	4,12	26,894,4	1,10,84	65,6	9	27,484,9	1,20,40	12,29
			1911	55,8	3,07	172,0	3,23	...	...	22,597,7	80,66	471,8	29	23,297,3	87,25	5,14
			1912	60,4	3,07	189,5	3,47	...	...	24,968,7	88,10	490,2	32	25,708,8	94,96	5,98
			1st qr. of 1913.	16,3	1,10	53,5	94	...	...	7,174,6	26,51	150,5	11	7,394,9	28,66	1,94
16	...	Burma	1913-14.	65,9	3,44	224,1	4,14	...	...	27,625,2	93,73	751,9	44	28,667,1	1,01,75	6,64
			1914-15.	57,2	2,92	207,2	3,79	...	...	26,039,9	81,28	740,8	41	27,045,1	88,40	6,48
			1915-16.	54,6	2,87	211,3	3,79	...	...	26,616,8	80,54	855,7	46	27,738,4	87,66	6,43
			1911	8,6	13	6,7	6	...	...	590,2	1,87	...	...	605,5	2,06	36
			1912	8,7	14	6,8	7	...	...	675,6	2,17	...	...	691,1	2,38	47
			1st qr. of 1913	2,8	4	1,2	1	2,3	2	191,5	72	...	...	197,8	79	16
18	...	Dibru-Sadiya.	1913-14.	9,0	14	4,9	5	10,7	7	715,0	2,43	...	...	739,6	2,69	47
			1914-15.	7,7	12	5,9	7	10,0	6	703,0	2,09	...	...	726,6	2,34	39
			1915-16.	7,5	11	4,8	5	11,9	7	609,5	2,06	...	...	633,7	2,29	37
			1911	*	81	*	1,45	*	5,04	*	46,25	*	11	*	53,66	6,55
			1912	*	82	*	1,46	*	5,25	*	50,55	*	12	*	58,20	6,53
			1st qr. of 1913.	*	22	*	32	*	1,35	*	14,02	*	3	*	15,94	1,80
3	(*c*) to (*e*).	Eastern Bengal.	1913-14.	*	91	*	1,61	*	6,36	*	57,87	*	12	*	66,87	8,48
			1914-15.	*	87	*	1,55	*	5,58	*	55,49	*	12	*	63,61	7,47
			1915-16.	*	97	*	1,57	*	5,74	*	52,00	*	13	*	60,41	8,32
			1911	3,3	9	24,5	28	35,1	22	1,927,2	5,94	2,9	...	1,393,0	6,53	45
			1912	3,6	10	32,6	37	...	...	1,267,6	6,16	1,8	...	1,305,6	6,63	50
			1st qr. of 1913	1,0	3	10,3	12	...	...	395,5	2,07	3	...	407,1	2,22	10
19	...	Gondal-Porbandar State.	1913-14	3,5	12	36,0	42	...	...	1,401,1	6,99	1,8	...	1,442,4	7,53	59
			1914-15.	4,2	12	38,8	45	...	...	1,511,5	7,03	3,2	...	1,557,7	7,60	54
			1915-16.	4,0	13	38,5	44	...	...	1,544,1	7,07	3,2	...	1,589,8	7,64	55

* Included with the Eastern Bengal railway (5' 6" gauge).

DIX 5—*contd.*

of each railway system.

Total coaching traffic earnings. [In thousands.]	GOODS TRAFFIC.													Electric telegraph earnings. [In thousands]	Steam boat earnings. [In thousands]	Sundry earnings. [In thousands]	Total gross earnings. [In thousands.]
	Merchandise, General.		Military Stores.		Coal and coke for the public and foreign railways.		Revenue stores, including coal and materials for construction.		Live-stock.		Other goods traffic.	Total goods traffic.					
	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands]	Earnings. [In thousands]	Tons [In thousands]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.] †	Earnings. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]				
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
3,19	93	7,14	...	...	24	1,05	23	17	...	...	5	140	8,41	2	16	24	12,02
3,64	108	8,46	...	...	34	1,50	19	16	...	...	5	161	10,17	3	18	32	14,34
1,21	25	1,43	...	...	9	44	3	3	...	...	...	37	1,90	1	5	5	3,22
4,00	141	10,03	...	...	41	1,78	16	16	...	1	4	198	12,02	3	19	17	16,41
3,71	130	9,29	...	...	53	2,26	20	23	...	...	3	203	11,81	3	18	26	15,99
3,77	141	10,48	...	...	35	1,49	25	18	...	...	9	201	12,24	3	17	21	16,42
8,24	189	6,26	...	...	6	7	21	11	2	10	—1	218	6,53	8	...	67	15,52
8,28	207	6,21	...	...	14	16	34	16	3	16	4	258	6,73	7	...	32	15,40
2,37	40	1,33	...	...	3	3	5	3	...	1	...	48	1,40	2	...	9	3,88
8,37	174	5,69	...	...	23	28	48	19	1	5	1	241	6,22	7	...	64	15,30
9,15	184	5,95	...	...	25	45	75	42	1	4	—1	285	6,85	7	...	56	16,63
9,07	221	6,15	...	...	21	29	32	20	1	6	...	275	6,70	11	...	57	16,45
1,28,55	2,526	1,74,12	4	45	245	3,74	494	6,89	27	3,59	41	3,296	1,89,20	70	...	5,70	3,24,15
1,26,88	2,493	1,84,68	4	40	120	2,20	394	7,13	24	2,90	39	3,035	1,97,70	61	...	7,21	3,32,40
32,51	635	48,25	1	8	37	70	115	1,72	7	80	3	795	51,58	16	...	1,44	85,69
1,36,30	2,415	1,59,24	5	41	159	2,57	332	5,72	29	3,68	16	2,940	1,71,78	62	...	6,82	3,15,52
1,28,45	2,261	1,55,09	9	1,14	183	2,75	467	6,97	23	2,83	33	2,943	1,69,11	58	...	6,07	3,04,21
1,32,69	2,491	1,83,57	16	1,25	166	3,49	309	5,72	28	3,72	38	3,010	1,98,13	66	...	6,96	3,38,4
92,39	1,882	98,57	4	17	12	78	1,034	7,17	9	2,94	24	2,941	1,09,87	23	81	3,41	2,06,71
1,00,94	1,969	1,02,07	5	19	10	1,15	893	6,73	10	3,00	39	2,887	1,18,53	25	81	3,52	2,19,05
30,60	832	39,67	2	10	2	20	118	96	2	81	6	956	41,80	8	25	1,64	74,37
1,08,39	2,368	1,22,65	6	26	14	1,23	745	6,10	11	3,38	21	3,144	1,33,83	30	88	3,55	2,46,95
94,88	2,198	1,19,97	5	24	14	1,46	738	7,06	8	2,36	23	2,963	1,31,32	29	87	6,50	2,33,86
94,09	2,012	1,09,08	4	23	25	2,77	655	5,59	8	2,55	19	2,704	1,20,41	31	88	5,13	2,20,82
2,42	122	4,60	...	...	570	5,59	66	23	...	1	1	758	9,90	6	...	34	12,72
2,85	143	4,58	...	...	578	6,19	17	6	...	1	2	738	10,86	6	...	27	14,04
95	54	1,34	...	...	133	1,45	3	1	...	...	...	190	2,80	2	...	3	3,80
3,16	147	5,06	...	...	543	5,81	20	7	...	1	4	710	10,99	4	...	26	14,47
2,73	141	4,53	...	...	599	6,39	31	7	...	1	1	771	11,01	6	...	14	13,92
2,66	151	5,87	...	...	580	6,16	8	3	...	1	1	739	12,08	4	...	33	15,11
60,21	*	56,31	*	...	*	1,82	*	7,67	*	62	99	*	67,41	30	12,16	47	1,40,55
64,73	*	61,88	*	...	*	1,99	*	6,48	*	91	41	*	71,67	34	13,46	63	1,50,83
17,74	*	15,98	*	...	*	75	*	2,52	*	36	12	*	19,73	8	3,93	4	41,52
75,35	*	71,87	*	1	*	2,75	*	7,21	*	1,87	59	*	84,30	35	15,37	96	1,76,33
71,08	*	56,63	*	2	*	3,59	*	6,64	*	85	38	*	68,11	30	12,69	3,59	1,55,77
68,73	*	56,90	*	1	*	2,65	*	4,43	*	1,02	31	*	65,32	29	3,54	3,36	1,41,24
6,98	194	4,38	...	...	7	7	12	10	2	7	1	215	4,63	10	...	35	12,06
7,13	218	4,55	...	...	5	9	9	9	3	9	2	235	4,84	10	...	38	12,45
2,32	62	1,37	...	...	2	3	6	5	...	...	...	70	1,45	3	...	34	4,14
8,12	236	5,23	...	...	9	10	9	9	1	2	1	255	5,45	9	...	56	14,22
8,14	223	5,16	...	...	12	16	9	8	...	1	1	244	5,42	9	...	58	14,23
8,19	259	5,64	...	...	15	22	13	11	...	2	3	287	6,02	7	...	78	15,06

* Included with the Eastern Bengal railway (5′ 6″ gauge).

† Live stock has been converted into tons at :—

A head of cattle, or a pony or horse = 0·25 ton.
A head of sheep, goat, etc. = 0·025 ton.
An elephant = 2·50 tons.

APPEN

Details of gross earnings

Classification No. of Railway (Detailed in "Index" to Appendix 1.)		Railway system.	Year.	COACHING TRAFFIC.												Other coaching traffic earnings. [In thousands.]
				Passenger Traffic.												
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.		
Main head.	Sub-head.			No. [In hundreds.]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. of trips up and down on which the price of the tickets is based. [In hundreds].	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
		3' 3½" GAUGE —*contd.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.
7	(c) to (e)	Hyderabad Godavari Valley. Hingoli Branch and Secunderabad Gadwal.	1911	5,4	35	37,4	1,05	...	...	1,981,4	10,30	40,2	7	2,064,4	11,77	1,47
			1912	6,0	49	38,9	98	...	...	2,309,6	12,42	40,5	3	2,395,0	13,92	2,24
			1st qr. of 1913	1,5	10	8,4	21	...	...	661,7	3,66	11,2	1	682,8	3,98	36
			1913-14.	5,8	35	37,7	89	...	...	2,790,0	14,64	47,4	3	2,880,9	15,91	1,55
			1914-15.	4,5	26	38,8	78	...	...	2,992,5	13,48	39,6	3	3,075,4	14,55	1,52
			1915-16.	4,7	29	39,7	87	...	...	3,020,9	13,52	42,4	3	3,107,7	14,71	1,70
20	...	Jamnagar	1911	9	3	5,5	8	12,9	10	274,3	1,41	1,0	...	294,6	1,62	16
			1912	5	2	6,8	9	...	...	273,7	1,48	1,2	...	282,2	1,59	15
			1st qr. of 1913	1	1	2,3	3	...	...	88,3	51	4	...	91,1	55	4
			1913-14.	1,1	3	7,9	11	...	...	305,0	1,64	7	...	314,7	1,76	22
			1914-15.	7	2	8,3	12	...	...	334,0	1,73	9	...	343,9	1,87	19
			1915-16.	7	3	6,7	14	...	...	321,7	1,84	6	...	329,7	2,01	19
21	(a) to (e)	Jodhpur-Bikaner.	1911	4,2	38	26,0	77	98,7	1,18	4,261,7	22,37	4	...	4,391,0	24,70	2,56
			1912	5,2	36	25,0	78	100,2	1,15	4,346.0	21,83	...	...	4,476,4	24,12	2,72
			1st qr of 1913	2,5	17	7,3	22	28,3	30	1,237,6	6,21	...	...	1,275,7	6,90	71
			1913-14.	6,1	48	31,4	91	133,3	1,32	4,908,0	24,59	...	...	5,078,8	27,30	3,00
			1914-15.	5,3	37	32,1	92	129,9	1,25	5,215,2	24,87	...	...	5,382,5	27,41	3,81
			1915-16.	5,5	47	35,6	1,02	121,5	1,24	5,269,0	26,50	...	...	5,431,6	29,23	3,37
22	...	Junagad State.	1911	1,2	3	12,3	10	18,0	8	595,4	2,14	6,5	1	633,4	2,36	16
			1912	1,8	3	20,3	16	...	...	732,6	2,56	1,9	1	756,6	2,76	21
			1st qr. of 1913	5	1	6,2	5	...	...	231,2	81	1,0	...	238,9	87	5
			1913-14.	1,8	3	26,1	20	...	...	867,5	3,13	2,2	...	897,6	3,36	21
			1914-15.	1,9	3	26,9	21	...	...	865,2	3,06	2,4	...	896,4	3,30	22
			1915-16.	2,1	4	28,3	22	...	...	953,7	3,30	2,4	...	986,5	3,56	21
6	(d) to (m)	Madras and Southern Mahratta.	1911	*	1,67	*	2,84	*	1	*	53,33	*	6	*	57,91	7,35
			1912	*	1,67	*	3,20	*	1	*	58,70	*	6	*	63,64	7,79
			1st qr. of 1913	*	39	*	78	*	...	*	15,91	*	3	*	17,11	1,96
			1913-14.	*	1,76	*	3,43	*	49	*	64,81	*	9	*	70,58	8,56
			1914-15.	*	1,50	*	3,35	*	47	*	64,57	*	9	*	69,98	8,80
			1915-16.	*	1,53	*	3,64	*	50	*	66,22	*	11	*	72,00	9,73
23	...	Morvi ...	1911	2,3	13	9,2	24	114,6	95	364,0	2,46	...	...	490,7	3,78	36
			1912	2,5	10	12,7	23	...	...	498,6	3,75	...	...	513,8	4,09	36
			1st qr. of 1913	1,0	4	3,8	7	...	...	150,1	1,15	4	...	155,3	1,26	10
			1913-14.	3,0	12	15,1	28	...	...	587,8	4,33	6	...	606,5	4,73	52
			1914-15	2,6	11	15,6	29	...	...	608,0	4,36	5	...	626,7	4,76	50
			1915-16.	2,7	11	16,4	30	...	...	611,5	4,41	5	...	631,1	4,82	48
10	(c)	Nilgiri ...	1911	†	...	†	52	...	...	†	98	†	3	†	1,53	98
			1912	†	56	...	...	...	...	†	1,07	†	3	†	1,66	1,13
			1st qr. of 1913	†	11	...	...	...	...	†	26	†	...	†	37	21
			1913-14.	†	†	†	†	...	...	†	†	†	†	†	†	†
			1914-15.													
			1915-16.													

● Included with the Madras and Southern Mahratta railway (5' 6" gauge).
† Included with the South Indian railway (3' 3¾" gauge).

DIX 5—*contd.*

of each railway system.

Total coaching traffic earnings. [In thousands.]	GOODS TRAFFIC.																
	MERCHANDISE, GENERAL.		MILITARY STORES.		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK.		OTHER GOODS TRAFFIC.	TOTAL GOODS TRAFFIC.		Electric telegraph earnings. [In thousands.]	Steam boat earnings. [In thousands.]	Sundry earnings. [In thousands.]	Total gross earnings. [In thousands.]
	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.] ‡	Earnings. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]				
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
13,24	241	18,80	1	5	6	21	138	1,28	...	4	10	386	20,58	14	...	1,01	34,97
16,16	297	24,60	1	4	14	52	311	1,54	...	7	10	623	26,87	16	...	1,07	44,26
4,34	86	7,96	...	...	4	15	62	39	...	1	5	152	8,56	3	...	15	13,08
17,46	281	23,35	2	4	26	96	173	1,26	...	6	12	482	25,79	13	...	1,13	44,51
16,07	298	23,20	1	3	18	59	168	88	...	5	10	485	24,85	12	...	1,30	42,34
16,41	308	25,94	2	5	25	97	163	1,35	...	8	8	498	28,47	12	...	1,14	46,14
1,78	26	61	...	...	...	...	...	1	...	...	...	26	62	2	...	4	2,46
1,74	32	58	...	...	...	1	...	...	...	...	...	32	59	2	...	3	2,38
59	7	17	...	...	...	...	1	1	...	...	...	8	18	...	...	2	79
2,00	40	81	...	...	1	2	2	2	...	1	...	43	86	2	...	4	2,92
2,06	41	77	...	...	1	3	3	2	...	1	1	45	84	2	...	9	3,01
2,20	40	92	...	...	...	...	2	1	...	...	...	42	93	2	...	8	3,23
27,26	831	31,59	...	3	18	21	127	1,64	1	11	7	977	33,65	13	...	1,11	62,15
26,84	1,051	40,62	1	2	20	23	107	1,68	1	11	6	1,180	42,72	13	...	73	70,42
7,61	258	9,53	...	2	8	11	24	32	...	3	3	290	10,04	3	...	18	17,86
30,30	946	34,83	1	4	24	28	214	2,89	2	14	6	1,187	38,24	14	...	1,15	69,83
31,22	647	25,21	3	28	17	19	139	1,57	2	16	7	808	27,48	14	...	1,37	60,21
32,60	1,030	44,44	2	9	21	22	159	1,66	3	39	12	1,215	46,92	17	...	1,28	80,97
2,52	69	1,70	...	...	1	1	17	11	...	1	—1	87	1,82	3	...	9	4,46
2,97	85	2,04	...	...	1	1	17	11	...	1	...	103	2,17	3	...	16	5,33
92	24	64	...	...	...	1	4	2	...	...	...	28	67	1	...	3	1,63
3,57	102	2,27	...	...	5	2	16	10	...	1	...	123	2,40	4	...	18	6,19
3,52	123	2,32	...	...	4	2	15	9	...	...	1	142	2,44	3	...	22	6,21
3,77	146	2,90	...	...	5	1	6	4	...	...	1	157	2,96	3	...	20	6,96
65,26	*	1,01,23	*	27	*	92	*	4,64	*	43	38	*	1,07,87	34	3,74	2,72	1,79,93
71,43	*	1,03,93	*	22	*	97	*	4,74	*	48	43	*	1,10,77	31	3,17	2,26	1,87,94
19,07	*	29,53	*	2	*	34	*	1,43	*	15	15	*	31,62	9	1,05	49	52,32
79,14	*	1,09,86	*	18	*	1,16	*	5,25	*	49	46	*	1,17,40	33	3,84	2,24	2,02,95
78,78	*	97,62	*	32	*	99	*	6,58	*	61	46	*	1,06,88	32	3,22	2,59	1,91,79
81,73	*	1,11,84	*	25	*	1,16	*	8,36	*	65	51	*	1,22,77	35	2,41	2,88	2,10,14
4,14	68	2,07	...	...	1	1	7	5	...	2	1	76	2,16	4	...	2	6,36
4,44	87	2,54	...	...	2	3	8	6	...	2	1	97	2,66	4	...	11	7,25
1,36	18	47	...	...	2	2	1	2	...	1	...	21	52	1	...	2	1,91
5,25	73	2,14	...	...	8	12	6	5	1	2	1	88	2,34	3	...	15	7,77
5,26	70	2,09	...	...	9	14	6	6	1	3	1	86	2,33	3	...	5	7,67
5,30	82	2,11	...	...	9	11	7	6	...	3	1	98	2,32	3	...	8	7,73
2,51	†	2,06	†	15	†	2	†	18	...	...	1	†	2,42	1	...	1	4,95
2,79	†	2,05	†	17	†	2	†	14	...	...	1	†	2,39	1	...	3	5,22
58	†	57	†	4	...	...	†	6	...	...	...	†	67	...	...	...	1,25
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†

* Included with the Madras and Southern Mahratta railway (5′ 6″ gauge).
† Included with the South Indian railway (3′ 3⅜″ gauge).
‡ Live stock has been converted into tons at :—
A head of cattle, or a pony or horse = 0·25 ton.
A head of sheep, goat, etc. ,, = 0·025 ton.
An elephant ,, = 2·50 tons

Classification No. of Railway (Detailed in "Index" to Appendix I.)		Railway system.	Year.	COACHING TRAFFIC.													
				Passenger traffic.													Other coaching traffic earnings- [In thousands.]
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.			
Main head.	Sub-head.			No. [In hundreds]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. of trips up and down on which the price of the tickets is based. [In hundreds]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		17
		3' 3⅜" Gauge —*concld.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.
			1911	5,8	47	23,9	92	33,6	31	4,007,5	12,26	5,4	1	4,076,2	13,97		1,33
			1912	6,3	52	24,9	1,01	34,8	33	4,843,2	14,66	4,5	1	4,913,7	16,53		1,60
			1st qr of 1913	1,3	9	6,0	23	8,4	7	1,193,0	3,55	...	...	1,208,7	3,94		·34
26	(*a*) & (*b*)	Rohilkund and Kumaon.	1913-14.	6,5	54	24,6	89	41,0	38	5,196,6	15,47	3,6	1	5,272,3	17,29		1,65
			1914-15.	5,4	46	18,3	68	34,7	33	4,520,5	13,03	...	1	4,578,9	14,51		1,53
			1915-16.	5,5	49	19,6	68	42,2	37	5,025,9	14,50	...	1	5,093,2	16,05		1,45
			1911	*	10	*	20	...	...	*	3,06	*	1	*	3,37		19
			1912	*	11	*	23	...	...	*	3,22	*	1	*	3,57		20
			1st qr. of 1913	*	3	*	6	...	...	*	84	*	...	*	93		5
10	(*g*)	Shoranur-Cochin.	1913-14.														
			1914-15.	*	*	*	*	...	...	*	*	*	*	*	*		*
			1915-16.														
			1911	†46,6	1,85	†392,4	4,15	...	...	†36,122,1	92,55	†1,426,7	53	†37,987,8	99,08		6,64
			1912	†80,5	1 94	†409,4	4,62	...	...	†40,888,3	1,02,15	†1,606,1	61	†42,984,3	1,09,32		7,04
			1st qr. of 1913	†19,8	66	† 96,5	1,09	...	...	†10,071,1	28,86	‡459,3	16	†10,646,7	25,77		1,72
10	(*b*) to (*j*)	South Indian.	1913-14.	†87,8	‡2,81	†427,6	‡5,23	...	...	†44,646,8	‡1,11,98	†2,084,8	‡75	†47,197,0	‡1,20,77		‡8,91
			1914-15.	†78,9	‡2,49	†397,1	‡5,42	...	...	†44,308,2	‡1,07,86	†2,171,2	‡79	†46,955,4	‡1,16,56		‡9,40
			1915-16.	†82,6	‡2,50	†415,7	‡5,82	...	...	†45,603,2	‡1,12,25	†2,449,9	‡87	†48,551,4	‡1,21,44		‡9,90
			1911	1,0	8	2,2	6	1,6	2	343,8	1,55	5	...	349,1	1,71		13
			1912	1,0	8	2,3	7	1,9	2	359,8	1,37	5	...	365,5	1,54		16
			1st qr. of 1913	4	3	7	2	6	...	94,2	41	1	...	96,0	46		3
27	(*a*)	Udaipur-Chitorgarh.	1913-14.	1,4	9	2,1	6	1,8	2	401,8	1,72	5	...	407,6	1,89		13
			1914-15.	5	4	2,0	5	1,4	1	383,1	1,52	5	...	387,5	1,62		12
			1915-16.	6	3	2,3	7	2,9	3	388,4	1,63	5	...	394,7	1,76		13
		2' 6" Gauge															
			1911	4	1	...	...	3,7	3	226,5	1,00	...	...	230,6	1,04		8
			1912	6	2	...	...	4,9	5	285,4	1,28	...	...	290,9	1,35		6
			1st qr. of 1913	1	...	...	...	1,3	1	86,2	35	...	...	87,7	36		1
30	...	Arrah-Sasaram Light.	1913-14.	7	2	...	...	4,6	4	389,6	1,32	...	...	394,9	1,38		5
			1914-15.	7	2	...	...	5,3	5	436,9	1,43	...	...	442,9	1,50		5
			1915-16.	6	2	...	...	5,4	5	408,1	1,45	...	...	414,1	1,52		4
31	...	Bangalore-Chik Ballapur.	1914-15.	§	§	§	§	§	§	§	§			§			§
			1915-16.	1	...	1,5	1	...	...	152,0	40	...	...	153,6	41		1
			1911	4	1	2,9	3	14,6	9	615,8	2,14	36,8	6	670,5	2,33		9
			1912	4	1	3,5	4	17,2	11	701,2	2,51	49,5	7	771,8	2,74		13
			1st qr. of 1913	1	...	1,0	1	6,2	4	199,0	68	13,2	2	219,5	75		3
33	...	Baraset-Basirhat Light.	1913-14.	5	1	3,7	4	24,6	16	747,5	2,46	62,6	8	838,9	2,75		10
			1914-15	6	1	4,3	5	26,8	18	715,2	2,52	71,6	9	818,5	2,85		11
			1915-16.	3	1	3,8	4	23,7	17	742,0	2,63	104,5	12	874,3	2,97		13

* Included with the South Indian railway (3' 3⅜" gauge).
†Includes figures for the Nilgiri, Shoranur-Cochin, Morappur-Hosur and Tirupattur-Krishnagiri railways.
‡Includes figures for the Nilgiri and Shoranur-Cochin railways.
§Information not available.

DIX 5—*contd.*

of each railway system.

Total coaching traffic earnings. [In thousands.]	GOODS TRAFFIC.													Electric telegraph earnings. [In thousands]	Steam boat earnings. [In thousands]	Sundry earnings. [In thousands]	Total gross earnings. [In thousands.]
	Merchandise, General.		Military stores.		Coal and coke for the public and foreign railways.		Revenue stores, including coal and materials for construction.		Live-stock.		Other goods traffic.	Total goods traffic.					
	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands]	Earnings. [In thousands]	Tons. [In thousands]	Earnings. [In thousands]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.] ‖	Earnings. [In thousands.]	Earnings. [In thousands]	Tons. [In thousands.]	Earnings. [In thousands.]				
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs	Rs.	Rs.	Rs.	Rs.
15,30	556	15,32	3	7	6	5	80	73	...	3	1	645	16,21	10	...	2,53	34,14
18,13	631	18,58	8	14	5	5	85	47	...	3	10	729	19,37	10	...	4,08	41,68
4,28	189	6,22	3	6	2	2	28	16	...	1	2	222	6,49	3	...	75	11,55
18,94	574	18,19	5	16	7	7	103	73	...	1	15	689	19,31	9	...	3,01	41,35
16,04	486	15,64	1	7	7	8	105	74	...	1	3	599	16,57	8	...	2,30	34,99
17,50	500	15,69	5	22	8	9	83	66	...	2	8	596	16,76	7	...	3,30	37,43
3,56	*	2,33	...	...	...	...	*	4	...	1	5	*	2,43	1	...	1	6,01
3,77	*	2,41	...	...	...	...	*	4	...	1	5	*	2,51	1	...	1	6,30
98	*	60	...	...	...	...	*	...	...	...	2	*	62	1	...	...	1,61
*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
1,05,72	†2,529	78,88	†2	6	†20	39	†385	2,60	†19	91	74	†2,955	83,58	38	...	2,20	1,91,88
1,16,36	†2,659	82,70	†2	5	†38	86	†442	2,84	†20	111	93	†3,161	88,49	41	...	4,38	2,09,64
27,49	†725	22,18	†1	1	16	33	†112	71	†4	32	30	†858	23,85	11	...	1,64	53,09
‡1,29,68	†2,632	‡85,48	†3	‡24	†47	‡1,02	†541	‡3,19	†23	‡1,28	‡1,26	†3,246	‡92,47	‡47	‡6	‡4,29	‡2,26,97
‡1,25,96	†2,510	‡81,32	†3	‡29	†40	‡86	†573	‡3,21	†18	‡1,00	‡1,28	†3,144	‡87,96	‡44	‡1,26	‡3,78	‡2,19,40
‡1,31,34	†2,730	‡92,67	†3	‡25	†61	‡2,12	†421	‡2,79	†20	‡1,04	‡1,27	†3,235	‡1,00,14	‡46	‡1,81	‡4,30	‡2,38,05
1,84	20	91	...	...	1	1	...	...	...	1	1	21	94	1	...	5	2,84
1,70	29	1,22	...	...	...	...	2	1	...	...	3	31	1,26	1	...	8	3,05
49	8	39	...	...	...	...	1	...	...	...	1	9	40	1	...	2	92
2,02	21	1,02	...	...	1	1	1	1	...	...	2	23	1,06	1	...	10	3,19
1,74	17	75	...	...	1	1	1	...	...	...	2	19	78	1	...	12	2,65
1,89	30	1,23	...	...	1	1	2	1	...	1	2	33	1,28	1	...	6	3,24
1,12	8	20	...	...	...	1	...	...	...	...	...	8	21	...	...	....	1,33
1,41	18	31	...	...	...	...	...	...	...	...	...	18	31	...	...	...	1,72
37	3	5	...	...	...	...	...	...	...	...	...	3	5	...	...	3	45
1,43	23	43	...	...	1	1	...	...	...	...	...	24	44	...	...	7	1,94
1,55	25	51	...	...	2	3	4	2	...	...	...	31	56	...	...	2	2,13
1,56	19	36	...	...	1	2	...	...	...	...	1	20	39	...	...	1	1,96
§	§	§	§	§	§	§	§	§	§	§	§	§	§	§	§	§	§
42	3	6	...	...	...	...	3	4	...	...	...	6	10	...	...	...	52
2,42	17	35	...	...	...	...	...	...	...	...	...	17	35	...	...	1	2,78
2,87	27	50	...	...	...	...	...	...	...	...	...	27	50	...	...	1	3,38
78	5	13	...	...	...	...	...	...	...	...	...	5	13	...	...	...	91
2,85	21	42	...	...	...	...	...	...	....	...	...	21	42	...	...	1	3,28
2,96	25	52	...	...	...	...	...	...	...	...	...	25	52	...	...	1	3,49
3,10	30	63	...	...	...	...	...	...	...	...	...	30	63	...	...	1	3,74

* Included with the South Indian railway (3′ 3⅜″ gauge).
† Includes figures for the Nilgiri, Shoranur-Cochin, Morappur-Hosur and Tirupattur-Krishnagiri railways.
‡ Includes figures for the Nilgiri and Shoranur-Cochin railways.
§ Information not available.
‖ Live-stock has been converted into tons at—

A head of cattle, or a pony or horse	=0·25 ton.
A head of sheep, goat etc.	=0·025 ton.
An elephant	=2·50 tons.

Details of gross earnings

Classification No. of Railway (Detailed in "Index" to Appendix 1.)		Railway system.	Year.	COACHING TRAFFIC.												
				Passenger Traffic.												Other coaching traffic earnings. [In thousands.]
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.		
Main head	Sub-head.			No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	Number of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
		2' 6" Gauge —*contd.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.
34	...	Barsi Light.	1911	5	1	2,8	5	...	...	776,5	3,64	...	...	779,8	3,70	12
			1912	3	2	3,4	6	...	...	913,0	4,65	...	...	916,7	4,73	13
			1st qr. of 1913	1	1	1,0	2	...	...	218,3	1,16	...	...	219,4	1,19	4
			1913-14.	4	2	4,1	8	...	...	1,061,7	6,09	3	...	1,066,5	6,19	19
			1914-15.	4	2	3,9	7	...	...	924,3	4,96	...	...	928,6	5,05	18
			1915-16.	4	2	3,4	6	...	...	774,7	3,95	1	...	778,6	4,03	19
35	...	Bengal Provincial.	1911	2	...	1,7	1	24,9	4	531,6	76	39,7	3	598,1	84	5
			1912	1	...	1,6	1	23,2	4	569,6	81	40,3	3	634,8	89	4
			1st qr. of 1913	1	...	4	...	5,8	1	150,8	22	9,2	1	166,3	24	1
			1913-14.	2	...	1,4	1	22,3	4	520,7	88	35,1	3	579,7	96	5
			1914-15	2	...	1,7	1	20,2	4	532,6	90	35,9	4	590,6	99	4
			1915-16.	2	...	1,5	1	19,8	4	520,7	91	22,8	4	565,0	1,00	6
36	...	Bukhtiarpur-Bihar Light.	1911	6	1	2,1	1	13,5	7	360,5	78	...	...	376,7	87	4
			1912	8	1	2,8	2	16,7	8	686,2	1,89	...	...	706,5	2,00	4
			1st qr. of 1913	2	...	7	...	3,3	2	86,4	21	...	...	90,6	23	2
			1913-14.	8	1	2,8	2	12,9	6	365,0	82	...	...	381,0	91	8
			1914-15.	6	1	3,2	2	16,8	8	419,7	93	...	...	440,3	1,04	7
			1915-16.	8	1	3,3	3	19,8	10	618,8	1,60	...	...	642,7	1,74	7
37	...	Burdwan Katwa.	1915-16.	...	...	6	...	3,4	1	133,0	31	...	...	137,0	32	2
39	...	Champaner-Shivrajpur Light.	1911	...	...	1	...	...	...	87,0	16	...	...	87,1	16	1
			1912	...	...	5	1	...	...	96,3	19	...	...	96,8	20	1
			1st qr. of 1913	...	...	2	...	...	...	33,3	7	...	...	33,5	7	1
			1913-14.	...	...	4	1	...	...	141,4	30	...	...	141,8	31	1
			1914-15.	...	...	4	1	...	...	136,0	28	...	...	136,4	29	1
			1915-16.	...	...	4	...	...	...	123,6	26	...	...	124,0	26	1
40	...	Cutch State.	1911	2	...	1,4	2	...	...	85,4	40	...	...	87,0	42	8
			1912	1	...	7	1	...	...	79,8	38	...	...	80,6	39	6
			1st qr. of 1913	1	...	1	...	...	...	20,8	10	...	...	21,0	10	1
			1913-14.	5	2	6	1	...	...	73,4	35	...	...	74,5	38	10
			1914-15.	2	1	8	1	...	...	83,5	40	...	...	84,5	42	6
			1915-16.	...	...	9	1	...	...	75,3	36	...	...	76,2	37	6
41	...	Dehri-Rohtas Light.	1911	2	...	...	...	4	...	33,4	8	...	...	34,0	8	1
			1912	2	...	...	...	7	1	39,4	9	...	...	40,3	10	...
			1st qr. of 1913	1	...	...	...	1	...	11,4	3	...	...	11,6	3	...
			1913-14.	2	...	...	...	4	...	50,1	11	...	...	50,7	11	1
			1914-15.	2	1	...	...	3	...	59,8	13	...	...	60,3	14	...
			1915-16.	2	...	...	...	4	...	54,7	12	...	...	55,3	12	...

DIX. 5—*contd.*

of each railway system.

Total coaching traffic earnings. [In thousands.]	GOODS TRAFFIC.													Electric-telegraph earnings. [In thousands]	Steamboats earnings. [In thousands]	Sundry earnings. [In thousands]	Total gross earnings. [In thousands.]
	Merchandise General.		Military Stores.		Coal and Coke for the public and foreign railways.		Revenue stores, including coal and materials for construction.		Live-stock.		Other goods traffic.	Total goods traffic.					
	Tons. [In thousands.]	Earnings. [In thousands]	Tons. [In thousands.]	Earnings. [In thousands]	Tons. [In thousands]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.] *	Earnings. [In thousands.]	Earnings. [In thousands]	Tons. [In thousands.]	Earnings. [In thousands.]				
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
3,82	105	3,25	...	...	2	4	6	3	...	...	3	113	3,35	3	...	25	7,45
4,86	125	4,89	...	...	3	12	11	3	...	...	5	139	5,09	4	...	32	10,31
1,23	36	1,65	...	...	3	10	4	1	...	...	1	43	1,77	2	...	8	3,10
6,38	144	6,08	...	...	7	24	12	3	1	...	5	164	6,40	5	...	35	13,18
5,23	132	5,14	...	...	7	21	9	5	1	...	4	149	5,44	5	...	46	11,18
4,22	152	5,65	...	...	7	22	9	4	...	...	4	168	5,95	5	...	45	10,67
89	53	35	...	...	...	...	...	...	...	...	...	53	35	1	...	1	1,26
93	51	34	...	...	...	1	...	...	...	...	...	51	35	1	...	2	1,31
25	14	9	...	...	...	...	...	...	...	...	...	14	9	...	...	...	34
1,01	40	32	...	...	...	...	1	...	...	...	...	41	32	...	...	1	1,34
1,03	45	37	...	...	1	1	...	...	...	...	...	46	38	...	...	2	1,43
1,06	41	32	...	...	1	1	...	...	...	...	...	42	33	1	...	1	1,41
91	28	43	...	...	...	...	...	...	...	...	...	28	43	...	...	...	1,34
2,04	33	45	...	...	...	...	...	...	...	...	...	33	45	...	...	1	2,50
25	5	7	...	...	...	...	...	...	...	...	...	5	7	...	...	4	36
99	28	52	...	...	...	...	...	...	...	...	...	28	52	...	...	7	1,58
1,11	34	55	...	...	...	...	...	...	...	...	...	34	55	...	...	...	1,66
1,81	25	48	...	...	...	...	...	...	...	...	...	25	48	...	...	2	2,31
34	1	2	...	...	...	1	2	1	...	...	...	3	4	...	...	...	38
17	47	46	...	...	...	...	...	...	...	...	...	47	46	1	...	...	64
21	65	63	...	...	1	1	1	...	...	...	...	67	64	1	...	2	88
8	25	24	...	...	...	...	...	...	...	...	...	25	24	...	...	1	33
32	58	52	...	...	1	...	1	1	...	...	...	60	53	1	...	1	87
30	33	29	...	...	1	1	1	...	...	...	...	35	30	1	...	3	64
27	50	46	...	...	1	...	...	...	...	...	...	51	46	1	...	...	74
50	19	40	...	...	...	1	...	1	...	...	8	19	50	...	...	1	1,01
45	21	46	...	...	...	1	1	1	...	...	9	22	57	...	...	...	1,02
11	3	9	...	...	...	...	1	1	...	...	2	4	12	...	...	...	23
48	17	43	...	...	1	2	...	...	...	...	4	18	49	...	...	...	97
48	17	40	...	...	...	1	...	...	...	...	8	17	49	...	...	...	97
43	23	48	...	...	1	2	...	...	...	...	11	24	61	...	...	1	1,05
9	8	12	...	...	2	3	...	...	...	...	...	10	15	...	...	...	24
10	40	62	...	...	4	6	...	...	...	...	...	44	68	...	...	1	79
3	15	24	...	...	2	3	...	...	...	...	...	17	27	...	...	1	31
12	77	1,19	...	...	10	15	...	...	...	...	...	87	1,34	...	...	4	1,50
14	103	1,58	...	...	9	15	...	...	...	...	...	112	1,73	...	...	4	1,91
12	122	1,84	...	...	12	18	...	...	...	...	...	134	2,02	...	...	5	2,19

* Live-stock has been converted into tons at:—
A head of cattle, or a pony or horse ... =0·25 ton.
A head of sheep, goat, etc. ... ... =0·025 ton.
An elephant ... ... =2·50 tons.

APPEN

Details of gross earnings

Classification No. of Railway (Detailed in "Index" to Appendix 1.)		Railway system.	Year.	COACHING TRAFFIC.												
				Passenger Traffic.												Other coaching traffic earnings. [In thousands.]
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.		
Main head.	Sub-head.			No. [In hundreds]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	Number of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
		2' 6" Gauge —*contd.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.
			1911-12	2	...	4	...	...	...	71,0	19	...	...	71,6	19	1
			1912 1st qr. of 1913	4	1	...	...	...	...	71,0	19	...	...	71,4	20	1
				3	1	...	...	...	...	18,6	6	...	...	18,9	7	1
42	...	Dholpur-Bari.	1913-14.	...	...	4	...	...	...	84,3	27	...	...	84,7	27	2
			1914-15.	7	1	...	...	...	...	79,0	24	...	...	79,7	25	2
			1915-16.	...	...	4	1	...	...	88,8	28	...	...	89,2	29	1
45	...	Godhra-Lunavada	1913-14.	...	...	1	...	...	...	25,3	10	...	...	25,4	10	...
			1914-15.	...	...	6	1	...	...	79,8	33	...	...	80,4	34	1
			1915-16.	...	...	6	1	...	...	88,3	37	...	...	88,9	38	2
46	...	Jessore-Jhenidah.	1913-14.	*	*	*	*	*	*	*	*	*	*	*	*	*
			1914-15.													
			1915-16.													
48	...	Kolar District.	1913-14.	...	...	3	...	...	...	35,0	6	...	...	35,3	6	...
			1914-15.	...	...	1,0	1	...	...	155,3	26	1,0	...	157,3	27	...
			1915-16.	1	...	1,2	1	...	...	169,6	29	1,7	...	172,6	30	1
49	...	Madeya Light.	1912 1st qr. of 1913	*	*	*	*	*	*	*	*	*	*	*	*	*
			1913-14.													
			1914-15.													
			1915-16.													
10	(*k*) & (*l*)	Morappur Hosur and Tirupattur-Krishnagiri.	1911	†	...	†	2	...	...	†	63	†	...	†	65	3
			1912	†	...	†	2	...	...	†	70	†	...	†	72	4
			1st qr. of 1913	†	...	†	...	...	...	†	15	†	...	†	15	1
			1913-14.	†	2	†	1	...	...	†	1,18	†	...	†	1,21	6
			1914-15.	†	3	†	...	...	...	†	1,31	†	...	†	1,34	7
			1915-16.	†	3	†	...	...	...	†	1,45	†	1	†	1,49	8
1	(*d*)	Mourbhanj.	1911	2	...	5	1	1,8	1	70,7	23	...	...	73,2	25	2
			1912	2	1	4	...	1,9	1	64,9	21	...	...	67,4	23	2
			1st qr. of 1913	1	...	1	...	4	1	18,1	5	...	...	18,7	6	1
			1913-14.	1	1	3	...	1,9	1	78,1	24	...	...	80,4	26	2
			1914-15.	1	...	3	1	2,6	1	73,2	23	...	...	76,2	25	2
			1915-16.	1	...	3	1	2,5	2	63,7	20	...	...	66,6	23	2

* Information not available.
† Included with the South Indian railway (3' 3¾" gauge).

DIX 5—*contd.*

of each railway system.

Total coaching traffic earnings. [In thousands.]	GOODS TRAFFIC.													Electric telegraph earnings. [In thousands]	Steam boat earnings. [In thousands]	Sundry earnings. [In thousands]	Total gross earnings. [In thousands.]
	Merchandise, General.		Military Stores.		Coal and coke for the public and foreign railways.		Revenue stores, including coal and materials for construction.		Live-stock.		Other goods traffic.	Total goods traffic.					
	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands]	Earnings. [In thousands]	Tons. [In thousands]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.] ‡	Earnings. [In thousands.]	Earnings. [In thousands]	Tons. [In thousands.]	Earnings. [In thousands.]				
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
20	21	21	...	...	...	...	...	...	...	...	...	21	21	...	...	...	41
21	18	17	...	...	...	...	2	1	...	...	...	20	18	...	...	1	40
8	4	6	...	...	...	...	...	...	...	...	...	4	6	...	...	...	14
29	21	25	...	...	...	...	1	...	...	...	...	22	25	...	...	...	54
27	30	43	...	...	...	...	1	...	...	...	...	31	43	1	...	1	72
30	32	56	...	...	...	...	1	...	...	...	...	33	56	1	...	1	88
10	2	3	...	...	...	...	...	...	..	...	...	2	3	...	...	...	13
35	6	9	...	...	...	...	...	...	...	...	...	6	9	1	...	...	45
40	6	11	...	...	...	...	...	...	...	...	...	6	11	1	...	1	53
*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	50 * 95
6	1	1	...	...	...	...	2	1	...	...	...	3	2	...	...	...	8
27	6	7	...	...	...	...	6	2	...	...	...	12	9	...	...	...	36
31	7	7	...	...	...	...	4	2	...	...	...	11	9	...	...	8	48
*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
68	†	37	...	...	...	...	†	1	...	...	...	†	38	...	...	...	1,06
76	†	36	...	...	...	...	†	1	...	...	...	†	37	...	..	...	1,13
16	†	8	...	...	...	...	†	...	...	...	...	†	8	...	...	...	24
1,27	†	50	...	...	...	...	†	2	...	...	1	†	53	...	...	1	1,81
1,41	†	54	...	...	...	...	†	1	...	...	1	†	56	...	...	1	1,98
1,57	†	64	...	...	...	...	†	1	...	...	...	†	65	...	...	1	2,23
27	20	34	...	...	...	...	...	...	...	...	...	20	34	1	...	...	62
25	15	24	...	...	...	...	...	...	...	...	...	15	24	1	...	1	51
7	6	11	...	...	...	...	...	...	...	...	...	6	11	...	...	...	18
28	21	37	...	...	...	...	...	...	...	...	...	21	37	1	...	1	67
27	16	27	...	...	...	...	...	...	...	...	...	16	27	...	...	...	54
25	13	22	...	...	...	...	...	1	...	...	...	13	23	...	...	...	48

* Information not available.
† Included with the South Indian railway (3′ 3¾″ gauge)
‡ Live-stock has been converted into tons at:—
A head of cattle, or a pony or horse = 0·25 ton.
A head of sheep, goat, etc. ... = 0·025 ton.
An elephant ... ... = 2·50 tons.

APPEN

Details of gross earnings

Classification No. of Railway Detailed N "Index" to Appendix 1.		Railway system.	Year	COACHING TRAFFIC.													
				Passenger Traffic.													Other coaching traffic earnings. [In thousands.]
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.			
Main-head.	Sub-head.			No. [In hundreds]	Earnings [In thousands]	No. [In hundreds.]	Earnings. In [thousands]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.	No. of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		17
		2' 6" Gauge —*concld.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.
			1st qr. of 1913	...	...	2	...	...	...	14,2	5	...	...	14,4	5		...
50	...	Nadiad-Kapadvanj.	1913-14.	...	...	1,1	2	...	...	201,0	68	...	...	202,1	70		4
			1914-15.	...	...	9	1	...	...	224,6	81	...	...	225,5	82		5
			1915-16.	...	...	1,0	1	...	...	248,3	86	...	...	249,3	87		6
			1911	2	1	3	...	2,2	1	129,8	24	...	...	132,5	26		1
			1912	2	1	3	...	2,3	1	126,3	24	...	...	129,1	26		2
			1st qr. of 1913	2	1	1	...	7	...	45,4	9	...	...	46,4	10		1
1	(f)	Parlakimedi Light.	1913-14.	4	1	4	...	2,2	1	157,8	30	...	...	160,8	32		3
			1914-15.	2	...	3	...	2,4	1	158,2	37	...	...	161,1	38		3
			1915-16.	1	...	3	...	2,1	1	119,9	29	...	...	122,4	30		2
			1911	1	...	2,3	2	...	...	390,7	58	...	...	393,1	60		2
			1912	2	...	3,2	2	...	...	416,7	63	...	...	420,1	65		2
			1st qr. of 1913	1	...	6	...	...	...	95,7	14	...	...	96,4	14		1
26	(c)	Powayan Light.	1913-14.	1	...	3,2	2	...	...	447,0	67	...	...	450,3	69		1
			1914-15.	1	...	2,6	2	...	...	359,7	58	...	...	362,4	55		2
			1915-16.	1	...	3,7	2	...	...	414,7	62	...	...	418,5	64		2
			1911	4	1	...	...	13,6	8	939,2	3,10	...	...	953,2	3,19		9
			1912	7	1	...	...	13,8	8	980,2	3,30	...	...	994,1	3,39		10
51	...	Shahdara (Delhi)-Saharanpur. Light.	1st qr. of 1913	2	...	...	...	3,4	4	244,6	82	...	...	248,2	86		2
			1913-14.	7	2	...	...	14,4	9	1,091,7	3,56	...	...	1,106,8	3,67		10
			1914-15.	5	1	...	...	15,0	9	1,020,8	3,31	...	...	1,036,3	3,41		10
			1915-16.	6	1	...	...	16,4	10	1,022,3	3,38	...	...	1,039,3	3,49		10
			1911	2,0	2	...	...	5,4	2	143,6	36	16,5	1	167,5	41		6
			1912	2,2	3	...	...	5,9	2	155,7	38	16,9	1	180,7	44		7
			1st qr. of 1913	9	1	...	...	1,6	...	38,9	10	2,6	...	44,0	11		2
52	...	Tezpore-Balipara Light.	1913-14.	1,7	2	...	...	6,3	2	164,0	41	17,2	2	189,2	47		7
			1914-15.	1,3	2	...	...	7,2	2	164,2	40	17,4	1	190,1	45		6
			1915-16.	1,2	1	...	...	7,4	2	189,2	41	18,6	2	216,4	46		7
		2' 0" Gauge															
			1911	7,8	92	20,7	84	...	...	208,5	1,63	...	...	237,0	3,39		98
			1912	8,6	1,03	22,2	95	...	...	233,6	1,90	...	...	264,4	3,88		1,19
			1st qr. of 1913	2,3	27	3,2	14	...	...	46,1	39	...	...	51,6	80		18
53	...	Darjeeling Himalayan.	1913-14.	8,6	1,00	23,1	98	...	...	220,9	1,90	...	...	252,6	3,88		1,16
			1914-15.	6,0	72	23,0	99	...	...	206,7	1,91	...	...	235,7	3,62		1,20
			1915-16.	7,1	80	27,8	1,10	...	...	348,3	2,66	...	...	383,2	4,56		1,36
			1913-14.	7	6	6,6	12	...	...	420,4	2,41	...	...	427,7	2,59		16
54	...	Gwalior Light.	1914-15.	2	1	4,0	6	...	...	330,6	1,90	...	...	334,8	1,97		19
			1915-16.	9	6	6,5	13	...	...	371,1	2,13	...	...	378,5	2,32		22

DIX 5—*contd.*

of each railway system.

Total coaching traffic earnings. [In thousands.]	GOODS TRAFFIC.													Electric telegraph earnings. [In thousands]	Steam boat earnings. [In thousands]	Sundry earnings. [In thousands]	Total gross earnings. [In thousands.]
	MERCHANDISE, GENERAL.		MILITARY STORES.		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK.		OTHER GOODS TRAFFIC.	TOTAL GOODS TRAFFIC.					
	Tons. [In thousands.]	Earnings [In thousands.]	Tons. [In thousands]	Earnings. [In thousands]	Tons. [In thousands]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Earnings. [In thousands]	Tons. [In thousands.]	Earnings. [In thousands.]				
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs	Rs.	Rs	Rs.
5	1	1	...	...	...	...	...	...	...	...	...	1	1	...	...	...	6
74	12	29	...	...	...	...	...	...	...	...	...	12	29	...	...	...	1,03
87	14	31	...	...	...	...	1	...	...	...	...	15	31	...	...	1	1,19
93	20	40	...	...	...	...	...	...	...	...	...	20	40	...	...	1	1,34
27	6	5	...	...	...	...	...	1	...	...	...	6	6	...	...	...	33
28	9	10	...	...	...	...	1	1	...	...	...	10	11	...	...	1	40
11	4	4	...	...	...	...	...	...	...	...	...	4	4	...	...	...	15
35	16	15	...	...	...	...	...	1	...	...	...	16	16	...	...	...	51
41	10	9	...	...	...	...	...	...	...	...	...	10	9	...	...	...	50
32	9	8	...	...	...	...	1	1	...	...	...	10	9	...	...	...	41
62	34	37	...	...	...	...	2	1	...	...	3	36	41	...	...	...	1,03
67	29	34	...	...	...	...	2	...	...	...	...	31	34	...	...	...	1,01
15	5	5	...	...	...	...	...	...	...	...	...	5	5	...	...	...	20
70	24	27	...	...	...	...	...	...	...	...	...	24	27	...	...	...	97
57	22	25	...	...	...	...	...	...	...	...	1	22	26	...	...	...	83
66	28	30	...	...	...	...	...	...	...	...	...	28	30	...	...	...	96
3,28	80	2,01	...	...	...	1	...	...	...	...	...	80	2,02	...	...	2	5,32
3,49	106	2,60	...	...	..	...	...	...	...	...	...	106	2,60	...	...	1	6,10
88	42	1,04	...	...	...	...	...	...	...	...	...	42	1,04	...	...	...	1,92
3,77	91	2,34	...	...	1	2	...	...	...	...	2	92	2,38	...	...	2	6,17
3,51	116	2,91	...	...	1	1	1	1	...	...	1	118	2,94	...	...	3	6,48
3,59	71	1,86	...	...	1	2	1	1	...	...	...	73	1,89	...	...	1	5,49
47	8	44	...	...	6	17	...	...	...	...	1	14	62	2	...	4	1,15
51	9	42	...	...	8	21	...	...	...	...	1	17	64	1	...	5	1,21
13	2	8	...	...	2	5	...	...	...	...	...	4	13	...	...	1	27
54	12	49	...	...	10	25	...	...	...	...	1	22	75	2	...	4	1,35
51	12	50	...	...	11	28	...	...	...	...	2	23	80	2	...	3	1,36
53	13	54	...	...	10	27	...	...	...	...	2	23	83	2	...	4	1,42
4,37	38	5,08	...	7	3	28	9	37	...	2	...	50	5,82	3	...	8	10,30
5,07	40	5,40	...	6	3	30	10	42	...	4	...	53	6,22	3	...	7	11,39
98	8	1,21	...	4	1	6	3	11	...	...	...	12	1,42	1	...	2	2,43
5,04	43	6,02	...	11	4	30	10	38	...	2	...	57	6,83	3	...	9	11,99
4,82	42	5,63	...	9	4	37	9	30	...	2	...	55	6,41	3	...	10	11,36
5,92	66	6,58	...	5	4	37	14	44	1	3	2	85	7,49	4	...	7	13,52
2,75	76	2,28	...	...	3	4	...	...	...	...	2	79	2,34	3	....	2	5,14
2,16	95	2,99	...	...	4	7	...	...	...	...	2	99	3,08	4	...	3	5,31
2,54	101	3,13	...	...	3	5	1	1	...	...	2	105	3,21	4	...	6	5,85

* Live-stock has been converted into tons at :—
A head of cattle, or a pony or horse =0·25 ton.
A head of sheep, goat, etc. ... =0·025 ton.
An elephant ... ... =2·50 tons.

Classification No. of Railway (Detailed in "Index" to Appendix 1.)		Railway system.	Year.	COACHING TRAFFIC.													
				Passenger Traffic.													
				1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.		Other coaching traffic earnings. [In thousands.]
Main head.	Sub-head.			No. [In hundreds]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
		2'0" Gauge. —*concld.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.
55	...	Howrah-Amta Light.	1911	3	1	1,8	1	23,6	11	1,261,0	4,15	178,3	15	1,465,0	4,53	9
			1912	3	1	1,9	1	29,4	14	1,372,1	4,53	217,1	18	1,620,8	4,87	13
			1st qr. of 1913	1	...	6	1	10,9	4	370,0	1,23	58,5	5	440,1	1,33	4
			1913-14.	7	1	4,2	2	64,4	21	1,497,6	4,62	277,6	21	1,844,5	5,07	16
			1914-15.	7	1	9,9	3	91,9	24	1,556,3	4,59	352,5	23	2,011,3	5,10	17
			1915-16.	6	1	13,2	3	110,5	27	1,595,8	4,67	365,2	25	2,085,3	5,23	18
56	...	Howrah-Shakhala Light.	1911	1	...	...	...	5,3	2	411,2	90	205,5	21	622,1	1,13	2
			1912	2	...	...	...	7,0	2	459,0	98	245,4	24	711,6	1,24	3
			1st qr. of 1913	...	...	...	...	2,3	1	119,1	25	66,9	7	188,3	33	1
			1913-14.	1	...	...	...	23,1	5	504,4	1,04	340,4	30	868,0	1,39	3
			1914-15.	1	...	1,4	...	36,4	7	491,8	98	378,5	31	908,2	136	3
			1915-16.	2	...	1,2	1	38,2	8	507,6	99	390,7	31	938,1	139	4
57	...	Jagadhri Light.	1911	...	...	4	...	...	...	56,8	5	...	...	57,2	5	1
			1912	...	...	8	...	...	...	151,9	12	...	...	152,7	12	...
			1st qr. of 1913	...	...	...	...	...	...	66,6	5	...	...	66,6	5	...
			1913-14.	...	...	7	...	...	...	159,3	15	...	...	160,0	15	...
			1914-15.	...	...	4	...	...	...	139,4	13	...	...	139,8	13	1
			1915-16.	...	...	3	...	...	...	137,6	13	...	...	137,9	13	1
58	...	Jorhat (Provincial).	1911	...	...	...	...	...	...	208,9	36	...	...	208,9	36	...
			1912	...	...	...	...	...	...	207,6	36	...	...	207,6	36	...
			1st qr. of 1913	...	...	...	...	...	...	53,9	10	...	...	53,9	10	...
			1913-14.	...	...	...	...	...	...	221,8	36	...	...	221,8	36	...
			1914-15.	...	...	...	...	...	...	214,2	37	...	...	214,2	37	...
			1915-16.	...	...	...	...	...	...	207,3	35	...	...	207,3	35	...
21	(f)	Pipar-Bilara Light.	1911	...	...	2	...	...	...	53,4	11	...	...	53,6	11	1
			1912	...	...	3	...	...	...	73,3	16	...	...	73,6	16	1
			1st qr of 1913	...	...	1	...	...	...	14,3	4	...	...	14,4	4	...
			1913-14.	...	...	3	...	...	...	68,4	19	...	...	68,7	19	...
			1914-15.	...	...	3	...	...	...	74,4	19	...	...	74,7	19	...
			1915-16.	...	...	3	...	...	...	74,2	18	...	...	74,5	18	2
59	...	Kulasekarapatnam—Tissaianvillai Light.	1915-16.	...	...	...	...	...	...	64,0	9	...	...	64,0	9	...
60	...	Tarikere-Narasimharajapura.	1914-15.	*	*	*	*	*	*	*	*	*	*	*	*	*
			1915-16.	...	...	...	...	...	...	7,4	3	...	...	7,4	3	...
		Total of all Railways.	1911	798,8	66,38	3,135,4	83,83	11,762,4	1,08,88	348,478,5	15,73,15	25,687,5	16,85	389,862,6	18,49,09	2,38,88
			1912	795,5	62,90	3,223,2	88,31	10,883,8	91,37	375,566,8	17,01,35	26,810,6	17,55	417,229,4	19,56,48	2,44,23
			1st qr. of 1913	230,3	20,00	844,1	21,39	2,882,9	24,24	98,220,6	4,52,42	7,441,4	4,81	109,619,3	5,22,86	60,62
			1913-14.	812,6	68,94	3,460,6	88,79	12,370,8	1,03,48	410,959,8	18,37,03	30,114,1	19,36	457,717,9	21,17,51	2,60,54
			1914-15.	724,5	59,78	3,462,5	89,89	12,617,7	1,03,31	408,558,8	17,62,96	30,722,4	19,35	451,085,9	20,35,29	3,13,43
			1915-16.	728,7	58,76	3,791,1	1,01,41	13,648,1	1,12,82	413,254,0	18,04,85	32,959,0	20,78	464,380,9	20,98,57	3,20,21

* Information not available.

DIX 5—*concld.*

of each railway system.

Total coaching traffic earnings. [In thousands.]	GOODS TRAFFIC.																
	Merchandise, General.		Military Stores.		Coal and coke for the public and foreign railways.		Revenue stores, including coal and materials for construction.		Live-stock.		Other goods traffic.	Total goods traffic.		Electric telegraph earnings. [In thousands]	Steam boat earnings. [In thousands]	Sundry earnings [In thousands]	Total gross earnings. [In thousands.]
	Tons. [In thousands.]	Earnings [In thousands.]	Tons. [In thousands]	Earnings. [In thousands]	Tons. [In thousands]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.] †	Earnings. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]				
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
4,52	26	46	...	...	...	...	...	...	...	...	...	26	46	...	...	1	4,99
5,00	33	58	...	...	...	...	...	...	...	...	...	33	58	...	...	1	5,59
1,37	9	16	...	...	...	...	...	...	...	...	...	9	16	...	...	...	1,53
5,23	41	69	...	...	...	...	...	...	...	...	...	41	69	...	...	2	5,94
5,27	48	83	...	...	...	...	...	...	...	...	...	48	83	...	...	3	6,13
5,41	39	74	...	...	...	...	...	...	...	...	...	39	74	...	...	2	6,17
1,15	9	11	...	...	...	...	...	...	...	...	...	9	11	...	...	...	1,26
1,27	11	13	...	...	...	...	...	...	...	...	...	11	13	...	...	1	1,41
34	3	4	...	...	...	...	...	...	...	...	...	3	4	...	...	...	38
1,42	12	15	...	...	...	...	...	...	...	...	...	12	15	...	...	1	1,58
1,39	12	16	...	...	...	...	...	...	...	...	...	12	16	...	...	1	1,56
1,43	14	18	...	...	...	...	...	...	...	...	...	14	18	...	...	1	1,62
6	3	2	...	...	...	...	...	...	...	...	...	3	2	...	...	...	8
12	16	13	...	...	...	...	...	...	...	...	...	16	13	...	...	...	25
5	3	2	...	...	...	...	...	...	...	...	...	3	2	...	...	...	7
15	9	9	...	...	...	...	...	...	...	...	...	9	9	...	...	1	25
14	11	8	...	...	...	...	...	...	...	...	...	11	8	...	...	...	22
14	11	9	...	...	...	...	...	...	...	...	...	11	9	...	...	...	23
36	21	71	...	...	...	...	...	...	...	...	...	21	71	1	...	1	1,09
36	24	83	...	...	...	...	...	...	...	...	...	24	83	1	...	2	1,22
10	5	20	...	...	...	...	...	...	...	...	...	5	20	...	...	1	31
36	25	91	...	...	...	...	...	...	...	...	...	25	91	1	...	2	1,30
37	22	81	...	...	...	...	...	...	...	...	...	22	81	1	...	2	1,21
35	30	1,15	...	...	...	...	...	...	...	...	...	30	1,15	1	...	6	1,57
12	3	4	...	...	...	...	...	...	...	...	...	3	4	...	...	...	16
17	3	5	..	...	...	...	...	...	...	...	...	3	6	...	...	...	23
4	1	2	...	...	...	1	...	...	...	...	...	1	2	...	...	...	6
19	3	7	...	...	...	...	...	...	...	...	...	3	7	...	...	...	26
19	3	6	....	...	...	...	...	...	...	...	...	3	6	...	...	...	25
20	8	14	...	...	...	...	...	...	...	...	...	8	14	...	...	...	34
9	9	9	...	...	...	...	...	...	...	...	...	9	9	...	...	...	18
*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
3	2	4	...	...	...	...	1	...	...	...	...	3	4	...	...	1	8
20,84,05	39,557	26,28,17	155	16,96	14,515	4,12,75	16,812	1,91,61	224	32,67	19,17	71,263	32,93,22	9,01	31,73	1,09,77	55,27,78
21,96,39	44,349	30,36,32	166	12,79	16,546	4,85,00	17,188	1,98,41	226	31,92	37,49	78,475	37,91,84	9,42	32,71	1,34,71	61,65,07
5,82,43	12,109	7,86,75	42	3,47	4,386	1,29,55	4,863	59,31	63	9,42	8,79	21,463	9,94,61	2,49	8,81	35,28	16,23,62
23,73,69	45,128	29,92,10	166	12,82	17,295	4,96,25	19,744	2,12,46	280	40,17	30,94	82,613	37,77,49	9,55	35,68	1,61,65	‡63,58,56
33,44,26	41,410	26,38,63	232	25,12	18,474	5,62,75	20,641	2,28,31	215	36,86	25,93	80,972	35,09,18	9,06	34,35	1,45,16	60,42,01
24,14,00	44,660	29,23,35	415	40,53	19,061	6,23,36	18,105	2,25,42	258	42,25	22,90	82,499	38,75,79	9,51	22,47	1,48,32	§64,66,04

* Information not available.

† Live-stock has been converted into tons at :—

A head of cattle, or a pony or horse = 0·25 ton.
A head of sheep, goat, etc. ... = 0·025 ton.
An elephant ... ... = 2·50 tons.

‡ Includes figures for Jessore-Jhenidah railway for which detailed information is not available.

§ Includes figures for the Jessore-Jhenidah and Darjeeling-Himalayan Railways for which detailed information is not available.

APPEN

Details of working expenses of each railway

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
Main head.	Sub-head.			Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10	11	12
		5' 6" Gauge.									
1	(*a*) to (*c*), (*e*), (*g*) & (*k*).	Bengal-Nagpur ...	1911	34,88	10·27	54,66	16·09	18,03	5·31	30,26	8·91
			1912	35,91	8·92	56,18	13·95	25,24	6·27	32,15	7·98
			1st qr. of 1913	12,64	10·97	16,30	14·14	9,08	7·88	8,18	7·10
			1913-14	46,14	10·97	65,55	15·59	22,35	5·32	33,87	8·05
			1914-15	38,71	9·44	68,93	16·81	20,93	5·11	35,77	8·72
			1915-16	46,38	10·45	71,02	16·01	21,09	4·75	35,38	7·97
2	(*a*) to (*e*), & (*m*) to (*r*).	Bombay, Baroda and Central India.	1911	35,82	11·68	58,13	18·95	12,28	4·00	22,35	7·28
			1912	38,05	10·69	73,62	20·68	15,79	4·43	27,71	7·78
			1st qr. of 1913	9,05	9·43	19,00	19·79	3,81	2·97	7,38	7·69
			1913-14	44,62	11·41	76,57	19·58	15,82	4·05	28,05	7·17
			1914-15	38,94	10·53	76,42	20·67	17,54	4·74	28,36	7·67
			1915-16	49,99	12·26	71,44	17·52	16,98	4·17	27,69	6·79
3	(*a*) & (*b*)	Eastern Bengal ...	1911	35,26	19·45	26,37	14·55	9,10	5·02	27,45	15·15
			1912	29,49	14·81	27,62	13·86	10,37	5·20	26,73	13·42
			1st qr. of 1913	5,65	11·36	7,71	15·50	2,06	4·13	7,14	14·35
			1913-14	25,83	12·42	30,23	14·54	9,92	4·77	29,32	14·10
			1914-15	25,22	13·67	33,52	18·16	6,74	3·65	32,46	17·59
			1915-16	31,03	14·42	29,53	13·72	9,12	4·24	33,36	15·51
4	...	East Indian	1911	78,13	8·16	1,14,71	11·98	42,26	4·41	86,43	9·03
			1912	88,99	8·46	1,15,89	11·02	39,62	3·77	89,10	8·47
			1st qr. of 1913	24,46	9·14	32,66	12·20	13,82	5·17	22,60	8·44
			1913-14	84,97	8·00	1,26,15	11·88	39,19	3·69	90,82	8·55
			1914-15	86,07	8·04	1,29,34	12·08	36,83	3·44	97,30	9·09
			1915-16	87,01	8·03	1,34,57	12·42	44,32	4·09	97,17	8·96
5	...	Great Indian Peninsula ...	1911	95,68	12·35	1,79,20	23·14	33,15	4·28	67,63	8·73
			1912	1,02,05	11·79	1,98,91	22·97	33,02	3·81	70,82	8·18
			1st qr. of 1913	25,83	10·21	57,70	22·81	19,59	7·74	19,69	7·78
			1913-14	1,36,54	14·88	2,19,60	23·94	42,72	4·66	78,88	8·60
			1914-15	1,05,00	12·62	2,22,19	26·70	44,89	5·39	82,00	9·85
			1915-16	1,11,77	11·51	2,38,00	24·51	44,81	4·62	79,22	8·16
6	(*a*) to (*c*)	Madras and Southern Mahratta.	1911	22,61	11·41	42,78	21·60	13,67	6·90	13,62	6·88
			1912	24,74	11·33	46,92	21·48	12,14	5·56	14,57	6·67
			1st qr. of 1913	5,61	9·41	11,02	18·49	2,01	3·37	3,74	6·28
			1913-14	26,39	11·55	51,34	22·47	12,60	5·52	15,53	6·80
			1914-15	26,86	11·40	49,92	21·20	12,37	5·26	16,25	6·90
			1915-16	27,84	10·71	55,34	21·28	12,85	4·94	16,17	6·22
7	(*a*) & (*b*)	Nizam's Guaranteed State	1911	18,26	21·87	8,43	13·91	2,07	3·42	3,71	6·12
			1912	8,06	13·08	9,06	14·70	2,17	3·52	3,93	6·38
			1st qr. of 1913	4,91	27·83	1,96	11·12	54	3·06	1,06	6·04
			1913-14	14,94	21·08	9,45	13·33	2,93	4·13	4,16	5·87
			1914-15	9,45	14·95	9,92	15·69	1,86	2·94	4,20	6·65
			1915-16	15,33	22·06	7,95	11·44	3,52	5·07	4,14	5·96

DIX 6.

system. [*In thousands of rupees.*]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.	Classification No. of Railway (detailed in "Index" to Appendix 1).	
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.			Sub-head.	Main head.
13	14	15	16	17	18	19	20	21	22	23	24
									5′ 6″ Gauge.		
18,28	5·38	3,91	1·15	11,46	3·37	1,71,48	50·48	1911			
19,18	4·77	4,10	1·02	11,38	2·83	1,84,14	45·74	1912			
4,50	3·90	1,18	1·02	3,91	3·39	55,79	48·40	1st qr. of 1913	Bengal-Nagpur ...	(*a*) to (*c*), (*e*), (*g*) & (*h*).	1
20,36	4·84	4,43	1·05	12,83	3·05	2,05,53	48·87	1913-14			
21,72	5·30	4,63	1·13	16,08	3·92	2,06,77	50·43	1914-15			
21,36	4·81	4,33	0·98	17,92	4·04	2,17,48	49·01	1915-16			
11,48	3·74	...	...	9,55	3·11	1,49,61	48·76	1911			
13,27	3·73	...	...	10,73	3·01	1,79,17	50·32	1912			
3,46	3·60	...	...	2,44	2·55	45,14	47·03	1st qr. of 1913	Bombay, Baroda and Central India.	(*a*) to (*e*), & (*m*) to (*r*)	2
14,06	3·60	...	...	12,32	3·15	1,91,44	48·96	1913-14			
14,87	4·02	...	...	14,60	3·95	1,90,73	51·58	1914-15			
14,69	3·60	...	...	13,33	3·27	1,94,12	47·61	1915-16			
9,05	4·99	...	...	5,96	3·29	1,13,19	62·45	1911			
8,44	4·24	...	...	16,81	8·44	1,19,46	59·97	1912			
2,49	5·01	...	...	1,56	3·12	26,61	53·47	1st qr. of 1913	Eastern Bengal ...	(*a*) & (*b*)	3
9,27	4·46	...	...	13,22	6·36	1,17,79	56·65	1913-14			
12,36	6·70	...	...	11,65	6·31	1,21,95	66·08	1914-15			
11,19	5·29	...	...	7,76	3·61	1,21,99	56·70	1915-16			
32,56	3·40	1,83	0·19	19,35	2·02	3,75,27	39·19	1911			
33,49	3·18	1,87	0·18	26,71	2·54	3,95,67	37·62	1912			
8,57	3·20	59	0·22	9,65	3·61	1,12,35	41·98	1st qr. of 1913	East Indian	...	4
34,97	3·29	2,16	0·20	47,32	4·46	4,25,58	40·07	1913-14			
35,61	3·32	2,06	0·19	34,89	3·26	4,22,10	39·42	1914-15			
35,80	3·30	1,72	0·16	22,18	2·05	4,22,77	39·01	1915-16			
29,29	3·78	...	...	23,38	3·02	4,28,83	55·30	1911			
30,62	3·54	...	...	31,79	3·67	4,67,21	53·96	1912			
7,84	3·10	...	...	6,67	2·64	1,37,32	54·28	1st qr of 1913	Great Indian Peninsula ...	...	5
32,58	3·55	...	...	41,29	4·50	5,51,61	60·13	1913-14			
33,44	4·02	...	...	34,60	3·16	*5,23,64	62·67	1914-15			
33,32	3·43	...	...	46,69	4·81	*5,56,13	56·97	1915-16			
9,77	4·93	...	...	5,87	2·96	1,08,32	54·68	1911			
9,92	4·54	...	...	5,59	2·56	1,13,88	52·14	1912			
2,58	4·33	...	...	1,75	2·94	26,71	44·82	1st qr. of 1913	Madras and Southern Mahratta.	(*a*) to (*c*)	6
10,37	4·54	...	...	7,24	3·17	1,23,47	54·05	1913-14			
10,72	4·55	...	...	8,72	3·70	1,24,84	53·01	1914-15			
10,61	4·08	...	...	10,12	3·89	1,32,93	51·12	1915-16			
2,91	4·80	...	...	1,70	2·80	32,08	52·92	1911			
3,03	4·92	...	...	1,55	2·52	27,80	45·12	1912			
77	4·34	...	...	58	3·28	9,82	35·67	1st qr. of 1913	Nizam's Guaranteed State	(*a*) & (*b*)	7
3,26	4·60	...	...	1,37	1·93	36,11	50·94	1913-14			
3,31	5·24	...	...	2,29	3·62	31,03	49·09	1914-15			
3,30	4·75	...	...	3,35	4·82	37,59	54·10	1915-16			

* Includes Rs 2,01,000 for the Central Provinces and Rs. 31,000 for the Dhond-Baramati railways for which detailed figures are not available.

Details of working expenses of each railway

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
Main head.	Sub-head.			Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10	11	12
		5' 6" Gauge—*concld.*									
8	...	North Western—									
		Commercial section ...	1911	1,19,87	14·39	1,72,44	20·70	55,27	6·64	77,04	9·25
			1912	1,03,28	10·79	1,76,60	18·45	52,86	5·52	85,59	8·94
			1st qr. of 1913	51,16	24·34	47,57	22·63	11,15	5·30	22,68	10·79
			1913-14	1,03,35	11·21	1,91,42	20·77	49,43	5·37	91,52	9·93
			1914-15	1,12,82	13·28	2,00,19	23·56	40,69	4·79	87,42	10·29
			1915-16	1,19,99	13·49	1,77,20	19·93	37,40	4·21	87,10	9·80
		Military section ...	1911	18,46	32·71	27,05	47·91	5,36	9·48	9,56	16·95
			1912	17,86	30·50	19,80	33·81	4,75	8·11	9,89	16·89
			1st qr. of 1913	5,03	36·96	7,42	54·54	1,03	7·62	2,58	18·94
			1913-14	16,08	25·12	26,07	40·72	4,59	7·17	9,86	15·40
			1914-15	18,22	25·11	29,55	40·73	4,61	6·35	9,86	13·59
			1915-16	18,57	24·00	27,95	36·12	4,94	6·38	10,16	13·13
		Total Commercial and Military sections (North Western).	1911	1,38,33	15·55	1,99,49	22·43	60,63	6·82	86,60	9·73
			1912	1,21,14	11·92	1,96,40	19·33	57,61	5·67	95,48	9·40
			1st qr. of 1913	56,19	25·10	54,99	24·57	12,18	5·44	25,26	11·29
			1913-14	1,19,43	12·12	2,17,49	22·06	54,02	5·48	1,01,38	10·29
			1914-15	1,31,04	14·21	2,29,74	24·91	45,30	4·91	97,28	10·55
			1915-16	1,38,56	14·33	2,05,15	21·22	42,34	4·38	97,26	10·06
9	...	Oudh and Rohilkhand ...	1911	24,41	11·72	29,72	14·27	12,32	5·92	20,81	10·00
			1912	25,12	10·07	33,70	13·50	10,42	4·17	23,04	9·23
			1st qr. of 1913	8,24	13·24	9,44	15·16	5,63	9·04	5,69	9·12
			1913-14	29,97	12·18	36,94	15·01	13,26	5·39	24,20	9·83
			1914-15	28,70	13·48	36,34	17·07	12,24	5·75	23,44	11·01
			1915-16	26,32	11·51	36,04	15·76	12,11	5·30	23,14	10·12
10	(a)	South Indian ...	1911	6,21	8·91	14,07	20·20	2,52	3·62	4,74	6·80
			1912	6,55	8·83	17,18	23·17	5,65	7·62	4,97	6·70
			1st qr. of 1913	3,80	20·16	5,29	28·06	1,99	10·56	1,28	6·79
			1913-14	7,70	9·68	22,52	28·31	8,95	11·25	5,37	6·75
			1914-15	8,80	11·26	20,20	25·84	5,73	7·33	5,18	6·62
			1915-16	*	*	*	*	*	*	*	*
		3' 3½" Gauge									
12	...	Assam-Bengal ...	1911	14,04	25·18	11,29	20·25	2,96	5·31	8,62	15·46
			1912	15,05	23·33	11,40	17·68	3,06	4·74	9,83	15·24
			1st qr. of 1913	3,88	21·44	3,05	16·88	91	5·04	2,43	13·41
			1913-14	13,85	19·67	12,27	17·43	3,31	4·70	10,79	15·33
			1914-15	14,12	20·51	13,15	19·10	5,09	7·39	10,23	14·86
			1915-16	15,15	22·45	12,13	17·98	3,20	4·74	10,68	15·83
13	...	Bengal and North-Western.	1911	23,20	12·31	19,76	10·49	6,22	3·30	13,05	6·92
			1912	17,91	8·50	21,31	10·11	6,19	2·94	12,75	6·05
			1st qr. of 1913	5,46	9·90	5,92	10·73	1,68	3·04	3,37	6·11
			1913-14	20,46	9·26	23,66	10·70	6,61	2·99	13,25	6·00
			1914-15	20,24	9·93	23,39	11·48	6,28	3·08	13,44	6·60
			1915-16	19,75	9·49	23,21	11·15	6,02	2·89	13,64	6·56

* Included with the South Indian railway (3' 3½" gauge).

DIX 6—*contd.*

system. [*In thousands of rupees.*]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.	Classification No. of Railway (Detailed in "Index" to Appendix 1).	
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.			Sub-head.	Main head.
13	14	15	16	17	18	19	20	21	22	23	24
									5′ 6″ GAUGE—*concld.*		
									North Western—	...	8
23,99	2·88	5	0·01	15,84	1·90	4,64,50	55·77	1911			
27,74	2·90	8	0·01	21,22	2·21	4,67,37	48·82	1912			
7,49	3·56	...	...	4,67	2·22	1,44,72	68·84	1st qr. of 1913	Commercial section		
36,38	3·95	39	0·04	24,73	2·68	4,97,22	53·95	1913-14			
35,64	4·19	65	0·08	18,86	2·22	4,96,27	58·41	1914-15			
32,76	3·68	83	0·09	20,73	2·33	4,76,01	53·53	1915-16			
4,46	7·90	...	...	1,38	2·44	66,27	117·39	1911			
4,68	7·99	...	...	1,67	2·85	58,65	100·15	1912			
1,21	8·89	...	...	42	3·08	17,69	130·03	1st qr. of 1913	Military section		
5,50	8·59	...	...	1,47	2·30	63,57	99·30	1913-14			
5,71	7·87	...	...	1,91	2·63	69,86	96·28	1914-15			
5,43	7·02	...	...	2,07	2·68	69,12	89·33	1915-16			
28,45	3·20	5	0·01	17,22	1·93	5,30,77	59·67	1911			
32,42	3·19	8	0·01	22,89	2·25	5,26,02	51·77	1912			
8,70	3·89	...	...	5,09	2·27	1,62,41	72·56	1st qr. of 1913	Total Commercial and Military sections (North Western).		
41,88	4·25	39	0·04	26,20	2·66	5,60,79	56·90	1913-14			
41,35	4·48	65	0·07	20,77	2·25	5,66,13	61·38	1914-15			
38,19	3·95	83	0·09	22,80	2·36	5,45,13	56·39	1915-16			
9,09	4·37	...	...	4,81	2·31	1,01,16	48·59	1911			
9,74	3·90	...	...	5,61	2·25	1,07,63	43·12	1912			
2,73	4·39	...	...	1,33	2·14	33,06	53·09	1st qr. of 1913	Oudh and Rohilkhand ...	...	9
10,21	4·15	...	...	5,87	2·38	1,20,45	48·94	1913-14			
11,59	5·44	...	...	7,03	3·30	1,19,34	56·05	1914-15			
10,78	4·71	...	...	5,23	2·29	1,13,62	49·69	1915-16			
3,41	4·90	...	...	58	0·83	31,53	45·26	1911			
3,29	4·44	...	...	1,30	1·75	38,94	52·51	1912			
86	4·56	...	...	30	1·59	13,52	71·72	1st qr. of 1913	South Indian ...	(a)	10
3,57	4·49	...	...	1,52	1·91	49,63	62·39	1913-14			
3,55	4·54	...	...	2,65	3·39	46,11	58·98	1914-15			
*	*	...	...	*	*	39,90	46·99	1915-16			
									3′ 3¾″ Gauge.		
5,94	10·65	12	0·21	1,41	2·53	44,38	79·59	1911			
5,90	9·15	...	...	1,96	3·04	47,20	73·18	1912			
1,49	8·25	...	...	36	1·97	12,12	66·99	1st qr. of 1913	Assam-Bengal ...	...	12
5,96	8·46	...	...	1,54	2·19	47,72	67·78	1913-14			
6,35	9·22	46	0·67	2,14	3·10	51,54	74·85	1914-15			
7,11	10·54	68	1·01	3,62	5·37	52,57	77·92	1915-16			
7,94	4·21	4,61	2·45	3,39	1·79	78,17	41·47	1911			
7,89	3·74	4,90	2·32	1,05	0·50	72,00	34·16	1912			
2,06	3·74	1,49	2·70	—66	—1·19	19,32	35·03	1st qr. of 1913	Bengal and North-Western.	...	13
8,56	3·87	5,29	2·39	2,81	1·27	80,64	36·48	1913-14			
8,46	4·15	5,32	2·61	2,54	1·25	79,67	39·10	1914-15			
8,03	3·86	4,55	2·19	3,19	1·53	78,39	37·67	1915-16			

* Included with the South Indian railway (3′ 3¾″ gauge).

APPEN

Details of working expenses of each railway

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
Main head.	Sub-head.			Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10	11	12
		3' 3½" Gauge—*contd.*									
14	...	Bengal Dooars ...	1911	1,43	11·90	85	7·07	22	1·83	67	5·58
			1912	1,53	10·67	1,17	8·16	33	2·30	74	5·16
			1st qr. of 1913	41	12·82	33	10·04	7	2·23	21	6·43
			1913-14	2,09	12·74	1,52	9·30	33	1·99	86	5·26
			1914-15	2,04	12·76	1,48	9·26	52	3·25	90	5·63
			1915-16	2,42	14·74	1,33	8·10	34	2·07	1,00	6·09
15	...	Bhavnagar State ...	1911	1,40	9·60	1,73	11·15	31	1·99	1,27	8·18
			1912	1,73	11·23	2,45	15·91	46	2·99	1,37	8·89
			1st qr. of 1913	51	13·17	59	15·35	8	2·06	36	9·21
			1913-14	1,32	8·63	2,62	17·12	43	2·81	1,49	9·74
			1914-15	1,19	7·16	2,69	16·17	42	2·53	1,67	10·04
			1915-16	1,46	8·18	2,46	14·35	56	3·40	1,65	10·03
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	1911	35,09	10·83	62,59	19·31	15,99	4·93	28,44	8·77
			1912	28,85	8·68	71,33	21·46	15,54	4·68	27,50	8·27
			1st qr. of 1913	3,71	4·33	17,41	20·32	4,12	4·81	6,57	7·67
			1913-14	28,91	9·16	63,75	20·20	17,17	5·44	27,88	8·84
			1914-15	34,01	11·18	63,35	20·83	16,03	5·27	27,16	8·93
			1915-16	32,36	9·53	65,77	19·43	13,94	4·12	27,23	8·05
16	...	Burma	1911	41,66	20·16	40,52	19·60	14,34	6·94	18,67	9·03
			1912	37,35	17·05	39,18	17·89	14,06	6·42	19,45	8·88
			1st qr. of 1913	10,16	13·66	10,38	13·95	1,40	1·89	4,81	6·46
			1913-14	36,04	14·60	42,57	17·24	14,52	5·88	19,36	7·84
			1914-15	31,97	13·67	43,97	18·80	14,88	6·36	19,48	8·33
			1915-16	32,29	14·62	41,02	18·58	14,42	6·53	19,01	8·60
18	...	Dibru-Sadiya ...	1911	2,89	22·73	2,23	17·45	95	7·51	99	7·72
			1912	2,40	17·09	2,34	16·67	1,15	8·19	99	7·05
			1st qr. of 1913	72	18·87	55	14·50	33	8·70	24	6·38
			1913-14	2,30	15·89	2,21	15·27	1,33	9·19	1,08	7·47
			1914-15	2,50	17·96	2,49	17·89	1,33	9·55	1,12	8·05
			1915-16	2,51	16·52	2,75	18·14	1,43	9·41	1,26	8·32
3	(*e*) to (*e*)	Eastern Bengal ...	1911	20,85	14·83	22,85	16·26	9,98	7·10	14,60	10·39
			1912	18,68	12·38	23,51	15·59	7,78	5·16	15,59	10·34
			1st qr. of 1913	9,20	22·15	6,64	16·00	2,09	5·03	4,39	10·58
			1913-14	21,65	12·33	24,07	13·71	7,01	3·99	19,02	10·83
			1914-15	21,03	13·50	25,69	16·49	7,60	4·88	20,23	12·99
			1915-16	22,23	15·74	25,19	17·84	8,02	5·68	18,90	13·38
19	...	Gondal-Porbandar State ...	1911	1,36	11·30	2,01	16·69	28	2·30	93	7·71
			1912	88	7·04	2,48	19·95	22	1·74	1,06	8·45
			1st qr. of 1913	20	4·88	81	19·58	8	1·98	29	6·84
			1913-14	1,05	7·37	2,69	18·90	41	2·90	1,14	8·03
			1914-15	1,20	8·46	2,93	20·59	47	3·32	1,37	9·61
			1915-16	1,39	9·22	2,73	18·15	68	4·53	1,03	6·81
7	(*e*) to (*e*)	Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	1911	8,66	24·76	5,18	14·81	96	2·75	3,36	9·61
			1912	8,28	18·71	6,45	14·58	1,16	2·62	3,84	8·68
			1st qr. of 1913	3,21	24·58	2,41	18·46	25	1·91	98	7·51
			1913-14	6,47	14·54	6,64	14·92	1,32	2·96	4,00	8·99
			1914-15	7,12	16·82	7,36	17·38	1,26	2·98	3,96	9·35
			1915-16	6,57	14·23	7,12	15·43	1,67	3·62	3,98	8·62

DIX 6—*contd.*

system. [*In thousands of rupees.*]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.	Classification No. of Railway (Detailed in "Index" to Appendix 1).	
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.			Sub-head.	Main head.
13	14	15	16	17	18	19	20	21	22	23	24
									3′ 3¾″ Gauge—*contd.*		
1,07	8·89	7	0·61	24	2·00	4,55	37·88	1911	Bengal Doars ...	...	14
1,08	7·53	7	0·49	25	1·74	5,17	36·05	1912			
27	8·41	1	0·43	9	2·70	1,39	43·06	1st qr. of 1913			
1,21	7·87	7	0·42	30	1·81	6,38	38·89	1913-14			
1,22	7·63	9	0·56	42	2·63	6,67	41·72	1914-15			
1,18	7·19	14	0·85	45	2·74	6,86	41·78	1915-16			
99	6·38	...	...	22	1·42	6,01	38·72	1911	Bhavnagar State ...	...	15
1,07	6·95	...	...	28	1·82	7,36	47·79	1912			
25	6·41	...	...	9	2·18	1,88	48·38	1st qr. of 1913			
1,05	6·88	...	...	58	3·79	7,49	48·95	1913-14			
1,13	6·79	...	...	65	3·91	7,75	46·60	1914-15			
1,14	6·93	...	...	64	3·89	7,91	48·08	1915-16			
15,45	4·77	...	...	7,55	2·33	1,65,11	50·94	1911	Bombay, Baroda and Central India.	(*f*) to (*l*)	2
14,32	4·31	...	...	5,19	1·56	1,62,73	48·96	1912			
3,51	4·09	...	...	2,69	3·14	38,01	44·36	1st qr. of 1913			
14,64	4·64	...	...	6,88	2·18	1,59,23	50·46	1913-14			
14,61	4·80	...	...	7,15	2·35	1,62,31	53·36	1914-15			
14,78	4·37	...	...	6,24	1·84	1,60,32	47·37	1915-16			
13,05	6·31	2,28	1·10	4,24	2·05	1,34,76	65·19	1911	Burma	...	16
13,65	6·23	2,30	1·05	4,27	1·95	1,30,26	59·47	1912			
3,83	5·15	44	0·60	1,20	1·61	32,22	43·32	1st qr. of 1913			
13,49	5·46	1,86	0·75	4,50	1·82	1,32,34	53·59	1913-14			
14,44	6·18	1,73	0·74	7,62	3·26	1,34,09	57·34	1914-15			
14,53	6·58	1,85	0·84	6,53	2·96	1,29,65	58·71	1915-16			
1,00	7·92	...	...	*1	*0·11	*8,07	*63·44	1911	Dibru-Sadiya ...	...	18
1,05	7·48	...	...	*3	*0·23	*7,96	*56·71	1912			
26	6·71	...	...	1	0·37	2,11	55·53	1st qr. of 1913			
1,03	7·12	...	...	*3	*0·21	*7,98	*55·15	1913-14			
1,10	7·90	...	...	7	0·50	8,61	61·85	1914-15			
1,22	8·08	...	...	5	0·35	9,22	60·82	1915-16			
6,50	4·62	10,32	7·34	2,57	1·83	87,67	62·37	1911	Eastern Bengal ...	(*c*) to (*e*)	3
6,51	4·31	11,07	7·34	4,36	2·89	87,50	58·01	1912			
2,02	4·88	3,39	8·16	1,19	2·84	28,92	69·64	1st qr. of 1913			
7,50	4·27	11,18	6·37	4,59	2·61	95,02	54·11	1913-14			
9,79	6·28	9,26	5·94	5,31	3·41	98,91	63·49	1914-15			
7,93	5·61	5,46	3·87	4,47	3·16	92,20	65·28	1915-16			
1,08	8·91	...	...	26	2·17	5,92	49·08	1911	Gondal-Porbandar State ...	...	19
88	7·08	...	...	65	5·28	6,17	49·54	1912			
15	3·66	...	...	14	3·33	1,67	40·27	1st qr. of 1913			
94	6·60	...	...	49	3·48	6,72	47·28	1913-14			
90	6·29	...	...	61	4·31	7,48	52·58	1914-15			
86	5·71	...	...	71	4·71	7,40	49·13	1915-16			
3,11	8·89	...	...	58	1·66	21,85	62·48	1911	Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	(*c*) to (*e*)	7
3,41	7·71	...	...	59	1·33	23,73	53·63	1912			
91	6·95	...	...	33	2·51	8,09	61·92	1st qr. of 1913			
3,95	8·87	...	...	60	1·35	22,98	51·63	1913-14			
3,96	9·35	...	...	81	1·91	24,47	57·79	1914-15			
3,91	8·47	...	...	1,35	2·93	24,60	53·30	1915-16			

*Revised figures.

Details of working expenses of each railway

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
Main head.	Sub-head.			Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10	11	12
		3' 3½" Gauge—*contd.*									
20	...	Jamnagar ...	1911	31	12·50	40	16·36	8	3·36	20	7·98
			1912	32	13·32	48	19·98	5	2·01	23	9·58
			1st qr. of 1913	11	14·25	14	17·86	2	1·76	4	5·52
			1913-14	28	9·73	47	15·95	7	2·50	23	7·90
			1914-15	72	23·90	47	15·75	7	2·27	25	8·13
			1915-16	72	22·16	40	12·45	7	2·11	25	7·80
21	(a) to (e)	Jodhpur-Bikaner ...	1911	5,28	8·49	10,29	16·56	1,98	3·19	3,59	5·78
			1912	7,77	11·04	12,03	17·08	2,09	2·97	4,31	6·12
			1st qr. of 1913	1,37	7·67	2,85	15·96	30	1·68	1,18	6·61
			1913-14	9,36	13·40	12,26	17·56	1,82	2·60	4,97	7·12
			1914-15	6,94	11·53	12,17	20·21	2,43	4·04	4,73	7·85
			1915-16	8,68	10·72	14,14	17·46	2,48	3·06	5,25	6·48
22	...	Junagad State ...	1911	52	11·66	67	15·02	8	1·79	37	8·30
			1912	67	12·57	85	15·95	14	2·63	47	8·82
			1st qr. of 1913	17	10·74	32	19·85	2	1·20	13	7·77
			1913-14	75	12·14	1,08	17·48	22	3·47	53	8·59
			1914-15	85	13·68	1,11	17·79	13	2·18	56	9·02
			1915-16	91	13·10	1,12	16·12	15	2·15	65	9·27
6	(d) to (m)	Madras and Southern Mahratta.	1911	24,56	13·65	40,83	22·69	10,28	5·71	13,55	7·53
			1912	23,85	12·69	42,11	22·41	10,69	5·69	14,39	7·65
			1st qr. of 1913	7,95	13·48	10,48	20·03	2,36	4·50	3,68	7·03
			1913-14	26,09	12·85	46,67	22·99	11,43	5·63	16,23	7·99
			1914-15	24,81	12·94	45,82	23·89	11,41	5·95	15,95	8·32
			1915-16	22,28	10·60	47,77	22·73	12,10	5·76	15,86	7·55
23	...	Morvi	1911	38	6·07	77	12·14	18	2·89	39	6·09
			1912	35	4·89	1,22	16·89	27	3·66	41	5·67
			1st qr. of 1913	8	4·29	23	12·25	5	2·36	8	4·26
			1913-14	37	4·71	98	12·63	17	2·17	48	6·15
			1914-15	35	4·65	1,04	13·60	33	4·22	42	5·59
			1915-16	44	5·74	1,04	13·39	26	3·33	44	5·73
10	(c)	Nilgiri	1911	67	13·53	2,12	42·83	18	3·64	41	8·28
			1912	64	12·26	2,47	47·32	16	3·07	44	8·43
			1st qr. of 1913	14	11·20	61	48·80	6	4·80	11	8·80
			1913-14	*	*	*	*	*	*	*	*
			1914-15								
			1915-16								
26	(a) & (b)	Rohilkund and Kumaon	1911	4,14	12·12	4,38	12·83	1,53	4·48	2,95	8·64
			1912	4,04	9·69	4,86	11·66	1,58	3·79	3,04	7·29
			1st qr. of 1913	1,20	10·40	1,27	10·96	44	3·85	83	7·19
			1913-14	5,03	12·16	5,25	12·70	1,58	3·82	3,31	8·00
			1914-15	5,46	15·60	5,02	14·35	1,59	4·54	3,37	9·63
			1915-16	4,83	12·90	5,24	14·00	1,49	3·99	3,25	8·68
10	(g)	Shoranur-Cochin ...	1911	74	12·33	1,19	19·71	23	3·80	47	7·81
			1912	81	12·86	1,22	19·37	27	4·29	47	7·46
			1st qr. of 1913	13	8·38	33	20·44	7	4·29	13	7·97
			1913-14	*	*	*	*	*	*	*	*
			1914-15								
			1915-16								

*Included with the South Indian railway (3' 3½" gauge).

DIX 6—*contd.*

system. *[In thousands of rupees.]*

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.	Classification No. of Railway (Detailed in "Index" to Appendix I).	
Rs.	Proportion per cent to gross earnings	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.			Sub-head.	Main head.
13	14	15	16	17	18	19	20	21	22	23	24
									3′ 3³⁄₈″ Gauge—*contd.*		
23	9·39	...	...	7	2·71	1,29	52·30	1911			
26	11·00	...	...	6	2·75	1,40	58·64	1912			
6	7·59	...	...	1	0·72	38	47·70	1st qr. of 1913	Jamnagar ...	...	20
24	8·02	...	...	7	2·52	1,36	46·62	1913-14			
25	8·13	...	...	16	5·44	1,92	63·62	1914-15			
21	6·57	...	...	12	3·83	1,77	54·92	1915-16			
2,16	3·47	...	...	2,75	4·42	26,05	41·91	1911			
2,48	3·52	...	...	3,93	5·58	32,61	46·31	1912			
66	3·69	...	...	79	4·42	7,15	40·03	1st qr. of 1913	Jodhpur-Bikaner ...	(*a*) to (*e*)	21
2,69	3·85	...	...	3,86	5·56	34,98	50·09	1913-14			
2,84	4·72	...	...	2,73	4·53	31,84	52·88	1914-15			
3,17	3·92	...	...	3,44	4·25	37,16	45·89	1915-16			
49	10·99	...	...	26	5·83	2,39	53·59	1911			
48	9·00	...	...	7	1·31	2,68	50·28	1912			
11	6·86	...	...	3	1·60	78	48·02	1st qr. of 1913	Junagad State ...	...	22
51	8·31	...	...	12	1·94	3,21	51·93	1913-14			
52	8·30	...	...	12	1·96	3,29	52·93	1914-15			
52	7·46	...	...	21	3·06	3,56	51·16	1915-16			
11,19	6·22	2,04	1·13	4,16	2·32	1,06,61	59·25	1911			
10,85	5·77	2,09	1·11	3,72	1·98	1,07,70	57·30	1912			
2,74	5·25	64	1·22	99	1·89	27,94	53·40	1st qr. of 1913	Madras and Southern Mahratta.	(*d*) to (*m*)	6
11,59	5·71	2,10	1·06	3,56	1·75	1,17,67	57·98	1913-14			
11,45	5·97	2,07	1·08	4,25	2·21	1,15,76	60·36	1914-15			
11,64	5·49	1,50	0·71	3,91	1·86	1,14,96	54·70	1915-16			
31	4·92	...	...	10	1·46	2,13	33·57	1911			
37	5·17	...	...	8	1·04	2,70	37·32	1912			
6	3·28	...	...	1	0·13	51	26·57	1st qr. of 1913	Morvi	...	23
29	3·74	...	...	45	5·85	2,74	35·25	1913-14			
37	4·82	...	...	29	3·71	2,80	36·59	1914-15			
36	4·68	...	...	27	3·44	2,81	36·31	1915-16			
24	4·85	...	...	8	1·62	3,70	74·75	1911			
24	4·60	...	...	10	1·91	4,05	77·59	1912			
6	4·80	...	...	1	0·80	99	79·20	1st qr. of 1913	Nilgiri	(*c*)	10
*	*	...	...	*	*	*	*	1913-14			
								1914-15			
								1915-16			
2,29	6·71	...	...	40	1·17	15,69	45·95	1911			
2,38	5·71	...	...	58	1·39	16,48	39·53	1912			
60	5·21	...	...	15	1·31	4,49	38·92	1st qr. of 1913	Rohilkund and Kumaon ...	(*a*) & (*b*)	26
2,50	6·05	...	...	64	1·55	18,31	44·28	1913-14			
2,63	7·52	...	...	73	2·09	18,80	53·73	1914-15			
2,61	6·97	...	...	73	1·95	18,15	48·49	1915-16			
33	5·52	...	...	15	2·58	3,11	51·75	1911			
33	5·25	...	...	20	3·18	3,30	52·41	1912			
9	5·53	...	...	5	2·91	80	49·52	1st qr. of 1913	Shoranur-Cochin ...	(*g*)	10
*	*	...	...	*	*	*	*	1913-14			
								1914-15			
								1915-16			

* Included with the South Indian railway (5′/3³⁄₈″ gauge).

APPEN

Details of working expenses of each railway

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
Main head.	Sub-head.			Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10	11	12
		3′ 3⅜″ Gauge—*concld.*									
10	(*b*) to (*j*)	South Indian ...	1911	20,19	10·52	36,09	18·81	11,12	5·80	15,26	7·95
			1912	23,62	11·27	37,56	17·92	10,55	5·03	15,85	7·56
			1st qr. of 1913	7,64	14·39	9,87	18·59	3,22	6·07	4,32	8·14
			1913-14	30,88	13·60	45,42	20·01	14,72	6·49	17,04	7·51
			1914-15	22,62	10·31	48,88	22·28	11,53	5·25	18,21	8·30
			1915-16	*21,43	*6·59	*70,90	*21·80	*15,87	*4·88	*22,94	*7·05
27	...	Udaipur-Chitorgarh ...	1911	38	13·40	37	12·89	9	3·39	22	7·67
			1912	40	13·18	50	16·43	11	3·52	22	7·34
			1st qr. of 1913	11	11·82	13	13·87	2	2·62	6	6·53
			1913-14	44	13·71	50	15·77	11	3·47	26	8·23
			1914-15	46	17·41	49	18·55	15	5·65	26	9·72
			1915-16	49	15·17	57	17·76	14	4·22	27	8·24
		2′ 6″ Gauge.									
30	...	Arrah-Sasaram Light ...	1911	23	17·36	20	15·13	2	1·99	23	16·96
			1912	28	16·18	26	14·80	4	2·52	32	18·39
			1st qr. of 1913	6	13·44	7	15·69	2	3·37	8	17·38
			1913-14	30	15·64	29	15·14	7	3·50	32	16·18
			1914-15	28	10·74	34	15·97	6	2·56	37	17·47
			1915-16	26	13·06	35	17·51	3	1·68	27	13·35
31	...	Bangalore-Chik Ballapur Light.	1914-15	†	†	†	†	†	†	†	†
			1915-16	...	0·01	13	24·95	2	3·59	11	20·74
33	...	Baraset-Basirhat Light ...	1911	51	18·26	44	15·62	7	2·62	48	17·27
			1912	41	12·13	50	14·78	8	2·41	57	16·94
			1st qr. of 1913	18	19·09	13	14·88	3	2·79	14	15·57
			1913-14	40	12·13	58	17·51	13	4·10	59	17·94
			1914-15	59	16·82	54	15·53	15	4·17	64	18·38
			1915-16	59	15·85	58	15·38	17	4·45	65	17·40
34	...	Barsi Light	1911	37	4·97	1,18	15·83	19	2·49	58	7·86
			1912	71	6·90	1,69	16·42	27	2·64	70	6·74
			1st qr. of 1913	20	6·38	41	13·30	8	2·54	23	7·42
			1913-14	73	5·55	1,63	12·40	25	1·92	79	5·99
			1914-15	71	6·39	1,63	14·56	27	2·39	86	7·73
			1915-16	70	6·56	1,42	13·27	24	2·28	81	7·57
35	...	Bengal Provincial ...	1911	16	12·41	21	17·06	8	6·25	23	18·18
			1912	16	11·82	20	15·53	6	4·64	23	17·50
			1st qr. of 1913	3	9·98	7	20·82	2	5·43	6	17·80
			1913-14	15	11·27	22	16·66	8	6·05	23	17·12
			1914-15	17	11·61	26	18·41	7	5·03	25	17·47
			1915-16	19	13·74	25	17·62	6	3·84	25	18·00
36	...	Bukhtiarpur-Bihar Light	1911	11	8·07	21	15·57	3	2·06	25	18·96
			1912	14	5·79	34	13·78	7	2·79	35	13·80
			1st qr. of 1913	3	8·61	12	34·12	1	2·98	8	23·17
			1913-14	23	14·78	33	20·89	5	3·03	33	20·80
			1914-15	17	10·06	30	18·12	7	3·93	36	21·46
			1915-16	26	11·06	31	13·40	10	4·52	41	17·83

* *Includes the South Indian railway (5′ 6″ gauge) and the Morappur-Hosur and Tirupattur-Krishnagiri railways (2′ 6″ gauge).*

† Information not available.

DIX 6—*contd.*

system. [*In thousands of rupees.*]

General charges.		Steam boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.	Classification No. of Railway (Detailed in "Index" to Appendix 1).	
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.			Sub-head.	Main head.
13	14	15	16	17	18	19	20	21	22	23	24
									3′ 3⅜″ Gauge—*concld.*		
10,79	5·62	...	...	6,00	3·13	99,45	51·83	1911			
11,35	5·41	...	...	7,07	3·37	1,06,00	50·56	1912			
3,05	5·74	...	...	1,60	3·02	29,70	55·94	1st qr. of 1913	South Indian ...	(*b*) to (*j*)	10
12,12	5·34	43	0·19	8,28	3·65	1,28,89	56·79	1913-14			
12,63	5·76	3,66	1·67	9,16	4·17	1,21,69	57·74	1914-15			
*15,50	*4·77	*4,12	*1·27	*11,79	*3·63	1,20,66	50·69	1915-16			
16	5·66	...	...	9	3·06	1,31	46·07	1911			
16	5·22	...	...	9	2·81	1,48	48·50	1912			
4	4·49	...	...	1	1·15	37	40·48	1st qr. of 1913	Udaipur-Chitorgarh ...	...	27
17	5·17	...	...	6	1·83	1,54	48·18	1913-14			
17	6·27	...	...	5	2·04	1,58	59·64	1914-15			
17	5·21	...	...	7	2·19	1,71	52·79	1915-16			
									2′ 6″ Gauge.		
20	14·73	...	...	1	0·62	89	66·79	1911			
22	12·88	...	...	1	0·77	1,13	65·54	1912			
5	12·03	...	...	1	1·98	29	63·94	1st qr. of 1913	Arrah-Sasaram Light ...	...	30
23	11·62	...	...	2	1·29	1,23	63·37	1913-14			
23	10·74	...	...	2	1·02	1,25	58·50	1914-15			
24	12·28	...	...	2	1·18	1,17	59·01	1915-16			
†	†	†	†	†	...	†	†	1914-15	Bangalore-Chik Ballapur Light.	...	31
8	14·55	...	...	...	12	34	64·96	1915-16			
14	5·08	...	...	2	0·82	1,66	59·67	1911			
16	4·72	...	...	4	1·01	1,76	51·99	1912			
4	4·43	...	...	1	0·81	53	58·17	1st qr. of 1913	Baraset-Basirhat Light ...	...	33
17	5·34	...	...	5	1·40	1,92	58·42	1913-14			
19	5·56	...	...	4	1·25	2,15	61·71	1914-15			
18	4·92	...	...	5	1·31	2,22	59·31	1915-16			
1,09	14·59	...	...	5	0·70	3,46	46·44	1911			
1,09	10·56	...	...	19	1·79	4,65	45·05	1912			
27	8·66	...	...	4	1·30	1,28	39·60	1st qr. of 1913	Barsi Light ...	...	34
1,09	8·26	...	...	22	1·66	4,71	35·78	1913-14			
1,19	10·64	...	...	23	2·10	4,89	43·81	1914-15			
1,25	11·72	...	...	28	2·66	4,70	44·06	1915-16			
15	11·63	...	...	1	0·52	84	66·05	1911			
16	12·50	...	...	1	0·70	82	62·69	1912			
4	12·07	...	...	...	...	22	66·10	1st qr. of 1913	Bengal Provincial ...	...	35
16	12·20	...	...	3	1·85	87	65 15	1913-14			
18	12·61	...	...	2	1·68	95	66·81	1914-15			
19	13·44	...	...	2	1·54	96	68·18	1915-16			
9	6·73	...	...	3	1·99	72	53·38	1911			
10	3·86	...	...	8	3·08	1,08	43·10	1912			
3	7·34	...	...	2	4·26	29	80·48	1st qr. of 1913	Bukhtiarpur-Bihar Light ...	...	36
10	5·94	...	...	8	5·22	1,12	70·65	1913-14			
9	5·59	...	...	7	4·51	1,06	68·67	1914-15			
10	4·31	...	...	4	1·66	1,22	52·78	1915-16			

* Includes the South Indian railway (5′ 6″ gauge) and the Morappur-Hosur and Tirupattur-Krishnagiri railways (2′ 6″ gauge).

† Information not available.

Details of working expenses of each railway

Classification No. of railway (Detailed in "Index" to Appendix 1).		Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
Main-head.	Sub-head.			Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10	11	12
		2′ 6″ Gauge—*contd.*									
37	...	Burdwan-Katwa ...	1915-16	...	0·18	7	17·55	1	2·45	9	24·37
39	...	Champaner-Shivrajpur Light.	1911	14	21·81	14	21·85	3	4·53	9	13·55
			1912	13	15·07	20	22·46	2	1·94	10	11·67
			1st qr. of 1913	4	11·38	5	15·56	1	1·65	2	7·76
			1913-14	14	16·72	19	21·84	4	4·47	12	13·31
			1914-15	15	23·13	20	32·11	4	6·05	11	17·58
			1915-16	13	17·35	18	23·63	2	3·32	10	13·50
40	...	Cutch State	1911	14	13·79	15	15·06	4	3·68	7	7·27
			1912	15	14·90	17	16·32	3	3·27	7	7·55
			1st qr. of 1913	3	14·34	3	15·77	1	4·11	2	7·95
			1913-14	28	28·91	12	11·86	5	5·20	7	7·47
			1914-15	13	13·28	17	17·41	6	6·08	8	8·02
			1915-16	12	11·57	14	12·81	6	5·35	9	8·32
41	...	Dehri-Rohtas Light ...	1911	9	18·94	6	24·48	2	7·70	15	63·02
			1912	11	13·34	7	9·22	3	3·52	15	18·51
			1st qr. of 1913	3	9·24	3	8·83	1	3·70	4	13·80
			1913-14	10	6·50	10	6·79	6	4·15	19	12·40
			1914-15	7	3·62	13	6·77	7	3·52	19	10·14
			1915-16	15	7·08	15	6·76	5	2·28	20	9·15
42	...	Dholpur-Bari ...	1911	6	14·10	6	15·00	3	7·71	5	12·15
			1912	6	15·24	10	25·19	4	9·81	5	13·63
			1st qr. of 1913	2	11·28	2	17·39	1	8·01	2	12·98
			1913-14	7	13·40	7	12·76	3	5·62	7	13·70
			1914-15	9	12·61	13	17·89	3	3·84	8	11·71
			1915-16	11	12·13	21	23·47	4	4·85	9	10·49
45	...	Godhra-Lunavada ...	1913-14	1	10·35	3	25·36	1	3·09	3	25·56
			1914-15	6	14·32	10	22·22	2	4·15	10	22·19
			1915-16	16	30·27	11	21·66	2	2·86	10	19·59
46	...	Jessore-Jhenidah ...	1913-14	2	3·74	8	15·87	2	3·14	9	18·45
			1914-15	*	*	*	*	*	*	*	*
			1915-16	32	33·23	32	33·89	6	6·69	23	24·34
48	...	Kolar District ...	1913-14	...	...	3	42·30	1	3·92	2	28·73
			1914-15	3	8·38	12	32·07	1	2·93	8	22·58
			1915-16	5	10·41	10	20·68	1	2·63	8	17·13
49	...	Madaya Light ...	1912	*	*	*	*	*	*	*	*
			1st qr. of 1913								
			1913-14								
			1914-15								
			1915-16								
10	(*k*) & (*l*)	Morappur-Hosur and Tirupattur-Krishnagiri.	1911	31	29·25	39	36·79	5	4·72	7	6·60
			1912	29	25·66	41	36·28	4	3·54	8	7·08
			1st qr. of 1913	10	41·67	13	54·16	1	4·17	2	8·33
			1913-14	58	32·05	91	50·28	6	3·31	14	7·73
			1914-15	80	40·47	97	48·84	7	3·43	14	7·16
			1915-16	†	†	†	†	†	†	†	†

* Information not available.
† Included with the South Indian railway (3′ 3¾″ gauge).

DIX 6—*contd.*

system. [*In thousands of rupees.*]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.	Classification No. of Railway (Detailed in "Index" to Appendix I).	
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.			Sub-head.	Main head.
13	14	15	16	17	18	19	20	21	22	23	24
									2′ 6″ GAUGE—*contd.*		
3	6·40	...	...	...	0·62	20	51·57	1915-16	Burdwan-Katwa ...	...	37
8	13·34	...	...	1	0·66	49	75·74	1911	Champaner-Shivrajpur Light.	...	39
10	11·93	...	...	1	0·79	56	63·86	1912			
3	8·24	...	...	...	...	15	44·59	1st qr. of 1913			
12	13·96	...	...	1	0·62	62	70·92	1913-14			
13	19·99	...	...	1	0·87	64	99·73	1914-15			
13	17·43	...	...	1	1·55	57	76·78	1915-16			
2	2·25	...	...	...	...	42	42·05	1911	Cutch State	...	40
3	2·63	...	...	...	...	45	44·67	1912			
1	2·90	...	...	...	...	10	45·07	1st qr. of 1913			
12	12·53	...	...	...	...	64	65·77	1913-14			
14	14·93	...	...	...	...	58	59·72	1914-15			
12	11·52	...	...	...	0·32	53	49·89	1915-16			
4	16·93	...	...	...	...	36	151·07	1911	Dehri-Rohtas Light ...	...	41
6	8·22	...	...	3	3·36	45	56·17	1912			
2	7·63	...	...	...	...	13	43·20	1st qr. of 1913			
10	6·87	...	...	1	0·82	56	37·33	1913-14			
12	6·42	...	...	2	0·88	60	31·35	1914-15			
13	5·84	...	...	2	1·00	70	32·11	1915-16			
6	15·44	...	...	1	1·10	27	65·50	1911	Dholpur-Bari ...	...	42
6	15·61	...	...	1	0·79	32	80·27	1912			
1	10·38	...	...	...	...	8	60·04	1st qr. of 1913			
7	13·53	...	...	1	1·03	32	60·04	1913-14.			
10	14·03	...	...	1	0·86	44	60·94	1914-15			
12	14·13	...	...	...	0·41	57	65·48	1915-16			
3	21·64	...	...	...	...	11	86·00	1913-14	Godhra-Lunavada ...	...	45
12	25·92	...	...	1	1·23	41	90·03	1914-15			
16	29·68	...	...	1	2·74	56	106·80	1915-16			
16	31·60	...	...	1	2·75	38	75·55	1913-14	Jessore-Jhenidah ...	...	46
*	*	...	...	*	*	*	*	1914-15			
36	38·50	...	...	4	4·27	1,33	140·92	1915-16			
1	15·80	...	...	1	12·58	8	103·33	1913-14	Kolar District ...	...	48
6	16·31	...	...	1	4·39	31	86·66	1914-15			
9	18·56	...	...	3	4·86	36	74·32	1915-16			
*	*	...	...	*	*	*	*	1912	Madaya Light ...	...	49
								1st qr. of 1913			
								1913-14.			
								1914-15			
								1915-16			
5	4·72	...	...	1	0·94	88	83·02	1911	Morappur-Hosur and Tirupattur-Krishnagiri.	(*k*) & (*l*)	10
6	5·31	...	...	2	1·77	90	79·64	1912			
1	4·17	...	...	1	4·17	28	116·67	1st qr. of 1913			
9	4·97	...	...	6	3·31	1,84	101·65	1913-14.			
10	5·40	...	...	8	4·09	2,16	109·39	1914-15			
†	†	...	...	†	†	1,99	89·24	1915-16			

* Information not available.
† Included with the South Indian railway (3′ 3½″ gauge).

APPEN

Details of working expenses of each railway

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
Main head.	Sub-head.			Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10	11	12
		2' 6" Gauge—*concld.*									
1	(d)	Mourbhanj State ...	1911	6	9·68	9	14·52	4	6·45	7	11·29
			1912	8	15·69	6	11·77	5	9·80	7	13·72
			1st qr. of 1913	1	8·49	2	13·40	1	5·53	2	10·86
			1913-14	7	10·12	7	10·88	4	5·65	8	12·40
			1914-15	6	10·27	10	18·07	3	6·43	8	14·72
			1915-16	9	13·62	8	17·37	4	8·70	7	15·30
50	...	Nadiad-Kapadvanj ...	1st qr. of 1913	2	22·80	1	21·79	...	...	1	17·27
			1913-14	8	7·53	20	19·17	2	1·86	15	15·07
			1914-15	19	16·12	20	16·84	3	2·65	19	16·04
			1915-16	19	14·35	18	13·48	2	1·51	18	13·46
1	(f)	Parlakimedi Light ...	1911	8	24·24	8	24·24	2	6·06	3	9·09
			1912	10	25·00	9	22·50	3	7·50	3	7·50
			1st qr. of 1913	2	17·65	2	14·03	...	...	1	5·78
			1913-14	13	25·49	8	15·69	5	9·81	4	7·84
			1914-15	10	18·91	13	26·36	3	6·82	4	6·82
			1915-16	16	38·48	13	33·68	4	9·53	4	10·31
26	(e)	Powayan Light ...	1911	14	13·24	19	18·57	6	5·86	10	9·93
			1912	16	16·00	18	17·96	7	6·68	10	10·18
			1st qr. of 1913	2	10·45	5	25·00	1	6·41	3	12·21
			1913-14	14	14·43	21	21·65	5	5·15	10	10·31
			1914-15	12	14·88	20	24·68	4	4·63	10	11·47
			1915-16	14	12·07	21	18·10	4	3·45	10	8·62
51	...	Shahdara (Delhi)-Saharanpur Light.	1911	44	8·26	59	10·97	8	1·53	66	12·41
			1912	58	9·49	66	10·80	10	1·66	72	11·86
			1st qr. of 1913	16	8·08	14	7·46	3	1·42	22	11·87
			1913-14	62	9·99	70	11·26	12	2·01	76	12·24
			1914-15	69	10·63	70	10·84	11	1·69	92	14·13
			1915-16	68	12·37	68	12·44	14	2·54	70	12·83
52	...	Tezpore-Balipara Light ...	1911	24	20·77	14	11·77	11	9·96	17	14·92
			1912	16	13·13	16	13·36	18	15·23	19	15·29
			1st qr. of 1913	4	15·42	4	14·02	5	19·52	5	19·00
			1913-14	18	13·44	20	14·69	18	13·30	21	15·65
			1914-15	19	14·21	24	17·33	16	12·01	22	16·14
			1915-16	19	13·36	19	13·69	19	13·10	21	15·10
		2' 0" Gauge.									
53	...	Darjeeling-Himalayan ...	1911	1,04	10·15	1,80	17·47	57	5·54	1,02	9·87
			1912	1,11	9·76	1,97	17·31	77	6·70	98	8·63
			1st qr. of 1913	28	11·35	52	21·46	13	5·53	29	12·00
			1913-14	1,14	9·50	2,31	19·27	79	6·58	1,26	10·50
			1914-15	1,27	11·19	2,03	17·91	68	5·94	1,08	9·48
			1915-16	94	7·90	2,33	19·53	70	5·88	1,17	9·83
54	...	Gwalior Light ...	1913-14	55	†10·68	...	...	*1,84	†35·81	†23	†5·23
			1914-15	33	6·28	1,55	29·13	37	7·02	30	5·59
			1915-16	48	8·24	1,52	25·88	25	4·27	31	5·33

* Includes locomotive expenses.
† Revised figures.

DIX 6—*contd.*

system. [*In thousands of rupees.*]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.	Classification No. of Railway (detailed in "Index" to Appendix I).	
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings	Rs.	Proportion per cent to gross earnings.			Sub-head.	Main head.
13	14	15	16	17	18	19	20	21	22	23	24
									2'6" Gauge—*concld.*		
2	3·22	...	...	1	1·61	29	46·77	1911			
2	3·92	...	...	...	...	28	54·90	1912			
1	4·88	...	...	...	...	7	43 16	1st qr. of 1913	Mourbhanj State ...	(*d*)	1
3	4·42	...	...	1	1·02	30	44·32	1913-14			
2	3·84	...	...	...	...	29	54·35	1914-15			
2	4·54	...	...	1	1·16	31	65·69	1915-16			
1	10·59	...	...	...	...	5	72·45	1st qr. of 1913.			
16	15·29	...	...	1	0·95	62	59·87	1913-14	Nadiad-Kapadvanj ...	...	50
18	14·83	...	...	1	0·53	80	67·01	1914-15			
19	14·02	...	...	2	1·23	78	58·05	1915-16			
2	6·06	...	...	...	...	23	69·69	1911			
2	5·00	...	...	1	2·50	28	70·00	1912			
1	3·93	...	...	...	...	6	41·39	1st qr. of 1913	Parlakimedi Light ...	(*f*)	1
2	3·92	...	...	1	1·96	33	64·71	1913-14			
2	4·80	...	...	...	0·58	32	64·33	1914-15			
2	5·10	...	...	1	0 81	40	97·91	1915-16			
12	11·85	...	...	1	0·55	62	60·00	1911			
9	8·64	...	...	1	0·80	61	60·26	1912			
1	5·93	...	...	...	...	12	60·00	1st qr. of 1913	Powayan Light ...	(*e*)	26
9	9·28	...	...	...	...	59	60·82	1913-14			
4	4·34	...	...	...	...	50	60·00	1914-15			
8	6·90	...	...	...	...	57	49·14	1915-16			
38	7·06	...	...	7	1·38	2,22	41·61	1911			
42	6·83	...	...	8	1·23	2,56	41·87	1912			
9	4·90	...	...	2	1·05	66	34·28	1st qr. of 1913	Shahdara (Delhi)-Saharanpur Light.	...	51
42	6·88	...	...	7	1·15	2,69	43·53	1913-14			
42	6·46	...	...	6	1·01	2,90	44·78	1914-15			
42	7·53	...	...	7	1·32	2,69	49·03	1915-16			
15	13·39	...	...	2	1·42	83	72·23	1911			
16	13·57	...	...	1	0·65	86	71·23	1912			
5	17·30	...	...	...	...	23	85·26	1st qr. of 1913	Tezpore-Balipara Light ...	...	52
16	12·14	...	...	1	0·71	94	69·93	1913-14			
17	12·68	...	...	1	0·61	99	72·98	1914-15			
17	11·95	...	...	2	1·42	97	68·62	1915-16			
									2' 0" Gauge.		
1,07	10·37	...	...	35	3·46	5,85	56·86	1911			
1,08	9·46	...	...	37	3·25	6,28	55·11	1912			
26	10·56	...	...	8	3·25	1,56	64·15	1st qr. of 1913	Darjeeling-Himalayan ...	...	53
1,11	9·25	...	...	37	3·08	6,98	58·18	1913-14			
1,21	10·66	...	...	39	3·44	6,66	58·65	1914-15			
1,33	11·18	...	...	43	3·61	*7,71	*57·08	1915-16			
†27	†4·55	...	...	5	†0·91	†2,94	†57·18	1913-14			
35	6·61	...	...	25	4·62	3,15	59·25	1914-15	Gwalior Light ...	...	54
40	6·90	...	...	34	5·76	3,30	55·32	1915-16			

* Includes figures for the Darjeeling-Himalayan railway extensions for which details are not available.
† Revised figures.

Details of working expenses of each railway

Classification No. of railway (Detailed in "Index" to Appendix 1).		Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
Main head.	Sub-head.			Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10	11	12
		2' 0" Gauge—*concld.*									
55	...	Howrah-Amta Light ...	1911	51	10·19	65	13·06	26	5·17	69	13·90
			1912	51	9·18	67	12·02	18	3·24	8	14·30
			1st qr. of 1913	16	10·29	21	13·85	7	4·56	23	15·07
			1913-14	72	12·13	91	15·40	24	4·12	95	15·93
			1914-15	85	13·92	1,17	19·03	27	4·47	1,07	17·37
			1915-16	81	13·09	93	15·12	31	5·01	1,10	17·75
56	...	Howrah-Sheakhala Light	1911	16	12·28	13	10·37	3	2·59	22	17·45
			1912	16	11·33	14	10·25	3	1·98	23	16·00
			1st qr. of 1913	3	8·82	4	9·81	1	2·81	6	15·51
			1913-14	32	20·14	15	9·88	3	2·17	26	16·56
			1914-15	27	17·34	17	10·76	3	2·23	26	16·88
			1915-16	25	15·14	31	19·36	4	2·26	28	17·33
57	...	Jagadhri Light ...	1911	1	19·36	3	40·60	...	...	2	20·65
			1912	3	10·94	9	37·66	1	4·07	7	27·24
			1st qr. of 1913	1	10·47	2	31·08	...	...	1	16·24
			1913-14	2	9·04	7	29·09	1	1·49	6	24·63
			1914-15	2	7·78	7	31·61	...	1·12	5	21·42
			1915-16	2	9·16	7	31·85	2	7·78	5	22·17
58	...	Jorhat (Provincial) ...	1911	21	19·27	24	22·02	7	6·42	14	12·84
			1912	22	18·03	25	20·49	8	6·57	15	12·29
			1st qr. of 1913	6	19·19	5	18·56	1	3·51	4	13·03
			1913-14	25	19·23	27	20·77	7	5·38	15	11·54
			1914-15	40	32·95	39	32·02	9	7·55	20	16·24
			1915-16	22	14·01	34	21·66	6	3·82	19	12·10
21	(*f*)	Pipar-Bilara Light ...	1911	3	19·87	5	30·90	1	5·68	2	10·75
			1912	4	18·38	9	37·78	1	5·09	2	11·27
			1st qr. of 1913	1	15·04	2	32·26	...	...	1	15·88
			1913-14	5	19·23	12	46·15	5	19·23	2	7·69
			1914-15	5	18·47	8	31·52	...	1·16	3	9·91
			1915-16	5	14·71	11	32·35	1	2·94	4	11·76
59	...	Kulasc-Karapatnam-Tissianvillai Light.	1915-16	2	12·84	2	9·42	1	2·33	8	44·66
60	...	Tarikere-Narasimharaja-pura.	1914-15	‡	‡	‡	‡	‡	‡	‡	‡
			1915-16	1	15·29	3	32·87	...	3·40	3	38·24
		Total of all railways	1911	6,97,47	12·62	10,00,77	18·10	2,85,76	5·17	4,97,06	8·99
			1912	6,80,82	11·04	10,68,70	17·33	2,90,08	4·71	5,27,43	8·56
			1st qr. of 1913	2,13,38	13·14	2,92,59	18·02	88,81	5·47	1,37,92	8·50
			1913-14	7,51,15	11·81	11,60,34	18·25	3,08,67	4·85	†5,60,76	8·82
			1914-15	7,04,16	11·66	11,39,94	19·71	2,88,71	4·78	5,73,35	9·49
			1915-16	7,37,43	11·41	11,35,38	18·33	2,92,74	4·53	5,68,85	8·80

† Revised figures.
‡Information not available.

DIX 6—*concld.*

system. [*In thousands of rupees.*]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.	Classification No. of Railway (Detailed in "Index" to Appendix 1).	
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.			Sub-head.	Main head.
13	14	15	16	17	18	19	20	21	22	23	24
									2' 0" Gauge.—*concld.*		
27	5·34	...	...	8	1·70	2,46	49·36	1911			
29	5·24	...	...	8	1·34	2,53	45·32	1912			
7	4·81	...	...	2	1·31	76	49·89	1st qr. of 1913	Howrah-Amta Light ...	...	55
33	5·48	...	...	10	1·69	3,25	54·75	1913-14			
33	5·37	...	...	5	0·89	3,74	61·05	1914-15			
30	4·94	...	...	12	1·96	3,57	57·87	1915-16			
9	6·92	...	...	1	1·07	64	50·68	1911			
9	6·55	...	...	1	0·82	66	46·93	1912			
2	5·67	...	...	...	...	16	42·62	1st qr. of 1913	Howrah-Sheakhala Light	...	56
10	6·10	...	...	2	1·02	88	55·87	1913-14			
10	6·39	...	...	2	1·18	85	54·78	1914-15			
10	6·09	...	...	2	1·58	1,00	61·76	1915-16			
1	6·75	...	...	...	...	7	87·36	1911			
3	13·22	...	...	...	...	23	93·13	1912			
1	20·69	...	...	...	...	5	78·48	1st qr. of 1913	Jagadhri Light ...	...	57
5	20·09	...	...	1	2·07	22	86·41	1913-14			
5	22·73	...	...	1	2·77	20	87·43	1914-15			
4	17·90	...	...	1	1·80	21	90·66	1915-16			
11	10·09	...	...	1	0·92	78	71·56	1911			
15	12·29	...	...	4	3·28	89	72·95	1912			
4	14·03	...	...	1	1·14	21	69·46	1st qr. of 1913	Jorhat (Provincial) ...	...	58
14	10·77	...	...	2	1·54	90	69·23	1913-14			
19	15·25	...	...	1	1·22	1,28	105·23	1914-15			
19	12·10	...	...	2	1·23	1,02	64 97	1915-16			
...	...	...	...	...	...	11	67·20	1911			
1	3·51	...	...	...	...	17	76·03	1912			
...	...	...	...	...	...	4	63·18	1st qr. of 1913	Pipar-Bilara Light ...	(f)	21
1	3·85	...	...	...	...	25	96·15	1913-14			
...	1·20	...	...	...	0·41	16	62·67	1914-15			
...	...	...	...	...	...	21	61·76	1915-16			
...	1·39	...	...	...	...	13	70·64	1915-16	Kulasekarapatnam-Tissianvillai Light.	...	59
‡	‡	...	...	‡	‡	‡	‡	1914-15			
3	37·86	...	...	...	...	10	127·66	1915-16	Tarikere-Narasimharajapura	...	60
2,42,63	4·39	25,23	0·46	†1,34,96	2·44	†28,83,88	52·17	1911			
2,52,46	4·09	26,48	0·43	†1,69,90	2·76	†30,15,87	48·92	1912			
65,81	4·05	7,74	0·48	42,59	2·62	8,48,84	52·28	1st qr. of 1913	Total of all railways.		
†2,74,31	4·32	27,91	0·44	†2,09,75	3·30	†32,92,89	51·79	1913-14			
2,87,07	4·75	29,93	0·50	1,99,42	3·30	§32,74,10	54·19	1914-15			
2,80,48	4·34	25,18	0·39	1,98,76	3·07	§32,91,95	50·91	1915-16			

† Revised figures.

‡ Information not available.

§ Includes figures fo rlines for which details are not available.

APPENDIX 7.

General results of working each railway system.

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Year.	Mileage open at close of the year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (7)
Main head.	Sub-head.										
1	2	3	4	5	6	7	8	9	10	11	12
		5' 6" Gauge.									
1	(*a*) to (*c*), (*e*), (*g*) & (*n*)	Bengal-Nagpur	1911	2,488·92	8,592	35,24,88	3,39,70	1,71,48	1,68,22	*50·48	4·77
			1912	2,489·92	9,526	35,72,18	4,02,63	1,84,14	2,18,49	*45·74	6·12
			1st qr. of 1913	2,489·92	2,504	36,11,95	1,15,26	55,79	59,47	*48·40	1·65
			1913-14	2,673·32	10,303	38,65,58	4,20,59	2,05,53	2,15,06	*48·87	5·56
			1914-15	2,670·82	10,525	40,08,62	4,10,01	2,06,77	2,03,24	*50·43	5·07
			1915-16	2,683·66	10,689	40,73,73	4,43,73	2,17,48	2,26,25	*49·01	5·56
2	(*a*) to (*e*) & (*m*) to (*r*)	Bombay, Baroda and Central India.	1911	1,199·15	6,005	21,21,11	3,06,80	1,49,61	1,57,19	48·76	7·44
			1912	1,351·09	6,892	24,01,01	3,56,03	1,79,17	1,76,86	50·32	7·42
			1st qr. of 1913	1,351·08	1,728	24,36,57	95,97	45,14	50,83	47·03	2·09
			1913-14	1,425·30	6,961	26,00,92	3,91,04	1,91,44	1,99,60	48·96	7·70
			1914-15	1,496·97	7,178	27,22,12	3,69,74	1,90,73	1,79,01	51·58	6·60
			1915-16	1,505·66	7,348	27,86,17	4,07,73	1,94,12	2,13,61	47·61	7·69
3	(*a*) & (*b*)	Eastern Bengal	1911	512·16	4,234	14,40,21	1,81,23	1,13,19	68,04	62·45	4·72
			1912	511·86	4,420	15,07,10	1,99,18	1,19,46	79,72	59·97	5·29
			1st qr. of 1913	511·83	1,089	15,89,76	49,76	26,61	23,15	53·47	1·46
			1913-14	507·20	4,514	16,88,73	2,07,21	1,17,79	89,42	56·65	5·30
			1914-15	559·96	4,726	22,38,17	1,84,54	1,21,95	62,59	66·08	2·80
			1915-16	582·51	4,664	23,36,72	2,15,14	1,21,99	93,15	56·70	4·04
4	...	East Indian ...	1911	2,559·38	21,289	64,22,04	9,57,61	3,75,27	5,82,34	39·19	9·07
			1912	2,624·61	22,914	65,84,16	10,51,66	3,95,67	6,55,99	37·62	9 96
			1st qr. of 1913	2,652·93	5,903	66,26,33	2,67,63	1,12,35	1,55,28	41·98	2·34
			1913-14	2,717·72	24,063	69,67,26	10,62,16	4,25,58	6,36,58	40·07	9·14
			1914-15	2,716·46	25,439	72,96,13	10,70,78	4,22,10	6,48,68	39·42	8 89
			1915-16	2,719·05	25,658	73,80,99	10,83,73	4,22,77	6,60,96	39·01	8·96
5	...	Great Indian Peninsula.	1911	3,164·66	20,243	57,13,62	7,74,50	4,28,33	3,46,17	55·30	6·06
			1912	3,163·57	21,448	58,72,37	8,65,79	4,67,21	3,98,58	53·96	6·79
			1st qr. of 1913	3,162·65	5,559	59,63,29	2,52,97	1,37,32	1,15,65	54·28	1·94
			1913-14	3,025·96	21,806	63,25,79	9,17,84	5,51,61	3,65,73	60·13	5 78
			1914-15	3,088·66	21,359	66,22,93	8,35,56	5,23,64	3,11,92	62·67	4·71
			1915-16	3,268·83	22,865	70,14,43	9,76,13	5,56,13	4,20,00	56 97	5·98
6	(*z*) to (*c*)	Madras and Southern Mahratta.	1911	1,041·61	4,356	17,85,74	1,98,11	1,08,32	89,79	54·68	5·03
			1912	1,041·61	4,584	17,92,95	2,18,42	1,13,88	1,04,54	52·14	5·83
			1st qr. of 1913	1,041·61	1,197	18,09,28	59,60	26,71	32,89	44·82	1·82
			1913-14	1,041·61	4,704	18,37,99	2,28,44	1,23,47	1,04,97	54 05	5·71
			1914-15	1,041·61	5,051	18,65,01	2,35,51	1,24,84	1,10,67	53·01	5·93
			1915-16	1,078·56	5,357	18,87,51	2,60,03	1,32,93	1,27,10	51·12	6·73
7	(*a*) & (*b*)	Nizam's Guaranteed State.	1911	350·71	1,476	4,75,56	60,62	32,08	28,54	52·92	6·00
			1912	350·71	1,468	4,97,19	61,61	27,80	33,81	45·12	6·80
			1st qr. of 1913	350·71	367	5,00,09	17,64	9,82	7,82	35·67	1·56
			1913-14	350·71	1,614	5,21,93	70,89	36,11	34,78	50·94	6·66
			1914-15	350·71	1,464	5,29,07	63,21	31,03	32,18	49·09	6·07
			1915-16	350·71	1,341	5,43,11	69,48	37,59	31,89	54·10	5·87

* See Appendix 1.

APPENDIX 7—*contd.*

General results of working each railway system.

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Year.	Mileage open at close of the year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (7).
Main head.	Sub-head.										
1	2	3	4	5	6	7	8	9	10	11	12
		5′ 6″ Gauge—*concld.*									
8	...	North Western—									
		Commercial section.	1911	3,623·92	18,751	63,43,75	8,32,96	4,64,50	3,68,46	55·77	5·81
			1912	3,648·26	19,915	65,63,45	9,57,39	4,67,37	4,90,02	48·82	7·47
			1st qr. of 1913	3,652·22	4,691	67,00,35	2,10,23	1,44,72	65,51	68·84	0·98
			1913-14	3,920·40	19,201	72,17,91	9,21,59	4,97,22	4,24,37	53·95	5·88
			1914-15	4,071·87	18,986	75,66,67	8,49,68	4,96,27	3,53,41	58·41	4·67
			1915-16	4,176·21	18,810	76,91,16	8,89,23	4,76,01	4,13,22	53·53	5·50
		Military section	1911	1,256·32	3,094	18,41,31	56,45	66,27	—9,82	117·39	...
			1912	1,255·33	2,906	18,44,36	58,56	58,65	—9	100·15	...
			1st qr. of 1913	1,257·46	731	18,46,24	13,60	17,69	—4,09	130·03	...
			1913-14	1,257·46	2,885	18,47,72	64,02	63,57	45	99·30	0·02
			1914-15	1,257·46	3,063	18,53,28	72,56	69,86	2,70	96·28	0·15
			1915-16	1,258·45	3,152	18,56,78	77,38	69,12	8,26	89·33	0·45
		Total commercial and military sections.	1911	4,880·24	21,845	81,85,06	8,89,41	5,30,77	3,58,64	59·67	4·38
			1912	4,903·59	22,821	84,07,81	10,15,95	5,26,02	4,89,93	51·77	5·77
			1st qr. of 1913	4,909·68	5 422	85,46,59	2,23,83	1,62,41	61,42	72·56	0·72
			1913-14	5,177·86	22,086	90,65,63	9,85,61	5,60,79	4,24,82	56·90	4 68
			1914 15	5,329·33	22,049	94,19,95	9,22,24	5,66,13	3,56,11	61·38	3 73
			1915-16	5,434·66	21,962	95,47,92	9,66,61	5,45,13	4,21,48	56·39	4 41
9	...	Oudh and Rohilkhand.	1911	1,545·81	5,725	18,92,02	2,08,20	1,01,16	1,07,04	48·59	5·66
			1912	1,636·18	6,925	20 48,09	2,49,60	1,07,63	1,41,97	43·12	7·39
			1st qr. of 1913	1,636·18	1,547	20,54,48	62,27	33,06	29,21	53·09	1·42
			1913-14	1,670·37	7,209	21,55,59	2,46,09	1,20,45	1,25,64	48·94	5·91
			1914-15	1,714·04	6,867	22,46,07	2,12,91	1,19,34	93,57	56·05	4·32
			1915-16	1,638·91	6,511	†21,77,14	2,28,68	1,13,62	1,15,06	49·69	5·28
10	(a)	South Indian ...	1911	445·94	1,835	6 57,73	69,66	31,53	38,13	*45·26	5·80
			1912	445·94	2,012	6,68,14	74,16	38,94	35,22	*52·51	5·27
			1st qr. of 1913	445·94	520	6,72,89	18,85	13,52	5,33	*71·75	0·79
			1913-14	445·94	2,139	7,01.74	79,55	49,63	29,92	*62·39	4·26
			1914-15	445·94	2,121	7,13,55	78,17	46,11	32,06	*58·98	4·49
			1915-16	445·94	2,095	7,26,73	84,91	39,90	45,01	*46·99	6·19
		3′ 3½″ Gauge.									
12	...	Assam-Bengal ...	1911	789·89	1,846	14,52,51	55,76	44,38	11,38	*79·59	0·76
			1912	804·99	1,938	14,72,74	64,50	47,20	17,30	*73·18	1·17
			1st qr. of 1913	804·99	482	14,79,41	18,08	12,12	5,96	*66·99	0·40
			1913-14	811·73	1,968	15,09,12	70,43	47,72	22,71	*67·75	1·51
			1914-15	847·98	2,035	16,04,81	68,85	51,54	17,31	*74·85	1·08
			1915-16	†807·92	1,892	16,35,95	67,47	52,57	14,90	*77·92	0·91
13	...	Bengal and North-Western.	1911	1,944·88	5,986	15,69,03	1,88,45	78,17	1,10,28	41·47	7·03
			1912	1,968·78	6,396	17,18,93	2,10,80	72,00	1,38,80	34·16	8·07
			1st qr. of 1913	1,991·51	1,624	17,31,51	55,16	19,32	35,84	35·03	2·07
			1913-14	2,028·28	6,362	17.76,50	2,09,45	80,64	1,28,81	36·48	7·25
			1914-15	2,027·12	6,301	17,85,93	2,03,75	79,67	1,24,08	39·10	6·95
			1915-16	2,066·54	6,227	18,03,09	1,95,27	78,39	1,16,88	37·67	6·48

* See Appendix 1.

† Decrease due to the transfer of the Cawnpore-Banda railway to the Great Indian Peninsula Railway System.
Decrease due to the closing down of the Hill Section.

APPENDIX 7—*contd.*

General results of working each railway system.

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Year.	Mileage open at close of the year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (7).
Main head.	Sub-head.										
1	2	3	4	5	6	7	8	9	10	11	12
		3' 3⅜" Gauge—*contd.*									
14	...	Bengal Dooars	1911	152·96	242	1,24,61	12,02	4,55	7,47	37·88	5·99
			1912	152·96	269	1,26,15	14,34	5,17	9,17	36·05	7·27
			1st qr. of 1913	152·96	79	1,26,58	3,22	1,39	1,83	43·06	1·45
			1913-14	152.96	314	1 27,42	16,41	6,38	10,03	38·89	7·87
			1914-15	152·96	312	1,32,17	15,99	6,67	9,32	41·72	7·05
			1915-16	152·96	318	1,35,23	16,42	6,86	9,56	41·78	7·07
15	...	Bhavnagar State	1911	178·78	428	95,37	15,52	6,01	9,51	38·72	9·97
			1912	193·80	488	1,07,52	15,40	7,36	8,04	47·79	7·23
			1st qr. of 1913	193·29	111	1,11,29	3,88	1,88	2,00	48·38	1·80
			1913-14	226·94	471	1,18,08	15,30	7,49	7,81	48·95	6·62
			1914-15	246·44	529	1,26,69	16,63	7,75	8,88	46·60	7·01
			1915-16	249·02	511	1,35,23	16,45	7,91	8,54	48·08	6·31
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	1911	2,309·46	8,871	19,70,81	3,24,15	1,65,11	1,59,04	50·94	8·07
			1912	2,212·11	9,621	18,04,45	3,32,40	1,62,73	1,69,67	48·96	9·41
			1st qr. of 1913	2,212·12	2,387	18,15,52	85,69	38,01	47,68	44·36	2·63
			1913-14	2,212·11	8,761	18,29 13	3,15,52	1,59,23	1,56,29	50·46	8·54
			1914-15	2,226·83	8,533	18,68,10	3,04,21	1,62, 31	1,41,90	53·36	7·60
			1915-16	2,232·80	9,181	18,72,56	3,38,44	1,60,32	1,78,12	47·37	9·51
16	...	Burma ...	1911	1,528·78	6,440	18,68,83	2,06,71	1,34,76	71,95	65·19	3·86
			1912	1,544·83	6,064	19,32,20	2,19,05	1,30,26	88,79	59·47	4·62
			1st qr. of 1913	1,544·83	1,566	19,48,05	74,37	32,22	42,15	43·32	2·16
			1913-14	1,551·78	5,948	20,09,70	2,46,95	1,32,34	1,14,61	53·59	5·71
			1914-15	1,599·03	5,755	21,45,74	2,33,86	1,34,09	99,77	57·34	4·65
			1915-16	1,598·46	5,352	21,57,24	2,20,82	1,29,65	91,17	58·71	4·23
18	...	Dibru-Sadiya ...	1911	91·52	318	1,20,00	12,72	*8,07	*4,65	*63·44	*3·83
			1912	91·52	334	1,23,24	14,04	*7,96	*6,08	*56·71	*4·93
			1st qr. of 1913	91·52	79	1,23,52	3,80	2,11	1,69	55·53	1·37
			1913-14	91·52	336	1,26,64	14,47	*7,98	*6,49	*55·15	*5·12
			1914-15	91·52	341	1,28,60	13,92	8,61	5,31	61·85	4·13
			1915-16	91·52	334	1,31,13	15,11	9,22	5,89	60·82	4·49
8	(*c*) to (*e*)	Eastern Bengal	1911	1,085·77	3,914	11,42,83	1,40,55	87,67	52,88	62·37	4·63
			1912	1,146·28	4,318	12,23,10	1,50,83	87,50	63,33	58·01	5·16
			1st qr. of 1913	1,148·13	1,212	12,17,15	41,52	28,92	12,60	69·64	1·04
			1913-14	1,162·54	5,049	12,57,61	1,76,33	95,02	81,31	54·11	6·47
			1914-15	1,167·40	4,824	13,08,57	1,55,77	98,91	56,86	63·49	4·35
			1915-16	1,165·52	4,235	13,36,68	1,41,24	92,20	49,04	65·28	3·67
19	...	Gondal-Porbandar State.	1911	194·22	465	83,00	12,06	5,92	6,14	49·08	7·40
			1912	194·22	434	84,17	12,45	6,17	6,28	49·54	7·47
			1st qr of 1913	210·57	107	90,96	4,14	1,67	2,47	40·27	2·73
			1913-14	219·75	464	97,98	14,22	6,72	7,50	47·28	7·65
			1914-15	219·75	512	99,91	14,23	7,48	6,75	52·58	6·51
			1915-16	219·75	535	1,01,46	15,06	7,40	7,66	49 13	7·47

* Revised figures.

APPENDIX 7—*contd.*

General results of working each railway system.

Classification No. of Railway (detailed in "Index" to Appendix 1).		Railway system.	Year.	Mileage open at close of the year.	Total train-mileage (in thousands of miles).	Total capital outlay including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (7).
Main head.	Sub-head.										
1	2	3	4	5	6	7	8	9	10	11	12
		3' 3½" Gauge—*contd.*									
20	...	Jamnagar ...	1911	54·22	77	23,27	2,46	1,29	1,17	*52·30	5·04
			1912	54·22	75	23,36	2,38	1,40	98	*58·64	4·22
			1st qr. of 1913	54·22	19	23,54	79	38	41	*47·70	1·75
			1913-14	54 22	77	23,54	2,92	1,36	1,56	*46·62	6·62
			1914-15	54·22	76	23,71	3,01	1,92	1,09	*63·62	4·62
			1915-16	54·22	76	23,96	3,23	1,77	1,46	*54·92	6·08
21	(*a*) to(*e*)	Jodhpur-Bikaner	1911	1,084·81	2,000	2,83,96	62,15	26,05	36,10	41·91	12·71
			1912	1,219·28	2,282	3,18,81	70,42	32,61	37,81	46·31	11·86
			1st qr. of 1913	1,219·28	544	3,25,01	17,86	7,15	10,71	40·03	3·30
			1913-14	1,280·78	2,282	3,50,86	69,83	34,98	34,85	50·09	9·93
			1914-15	1,298·47	2,001	3,71,48	60,21	31,84	28,37	52·88	7·64
			1915-16	1,330·32	2,382	3,80,90	80,97	37,16	43,81	45·89	11·50
22	...	Junagad State	1911	88·96	144	48,00	4,46	2,39	2,07	*53·70	4·31
			1912	100·50	156	50,29	5,33	2,68	2,65	*50·19	5·27
			1st qr. of 1913	113·42	39	57,13	1,63	78	85	*48·02	1·69
			1913-14	113·42	159	60,37	6,19	3,21	2,98	*51·93	4·92
			1914-15	113·90	172	60,67	6,21	3,29	2,92	*52·93	4·82
			1915-16	120·90	192	63,80	6,96	3,56	3,40	*51·16	5·33
6	(*d*) to(*m*)	Madras and Southern Mahratta.	1911	2,091·16	6,267	18,11,20	1,79,93	1,06,61	73,32	59·25	4·05
			1912	2,091·16	6,859	18,24,63	1,87,94	1,07,70	80,24	57·30	4·40
			1st qr. of 1913	2,091·16	1,682	18,41,61	52,32	27,94	24,38	53·40	1·32
			1913-14	2 091·22	6,707	18,66,63	2,02,95	1,17,67	85,28	57·98	4·57
			1914-15	2,090·02	6,840	18,69,86	1,91,79	1,15,76	76,03	60·36	4·07
			1915-16	2,090·02	7,066	18,72,35	2,10,14	1,14,96	95,18	54·70	5·08
23	...	Morvi ...	1911	92·83	208	49,91	6,36	2,13	4,23	*33·57	8·47
			1912	92·83	229	51,22	7,25	2,70	4,55	*37·32	8·87
			1st qr. of 1913	92 83	53	51,14	1,91	51	1,40	*26·57	2·74
			1913-14	92·83	219	52,11	7,77	2,74	5,03	*35·25	9·65
			1914-15	92·83	214	52,84	7,67	2,80	4,87	*36·59	9·24
			1915-16	92·83	218	59,81	7,73	2,81	4,92	*36·31	9·15
10	(*c*)	Nilgiri ...	1911	28·96	97	77,29	4,95	3,70	1,25	*74·81	1·62
			1912	28·96	97	78,32	5,22	4,05	1,17	*77·68	1·49
			1st qr. of 1913	28·96	24	78,85	1,25	99	26	*79·33	0·33
			1913-14	†	†	†	†	†	†	†	†
			1914-15								
			1915-16								
7	(*c*) to(*e*)	Nizam's Guaranteed State.	1911	391·13	1,228	2,91,88	34,97	21,85	13,12	*62·48	4·50
			1912	441·44	1,436	3,26,31	44,26	23,73	20,53	53·63	6·29
			1st qr. of 1913	441·44	376	3,28,77	13,08	8,09	4,99	61·92	1·52
			1913-14	441·44	1,566	3,36,15	44,51	22,98	21,53	51·63	6·40
			1914-15	441·44	1,403	3,51,07	42,34	24,47	17,87	57·79	5·09
			1915-16	487·44	1,258	3,85,06	46,14	24,60	21,54	53·30	6·12
26	(*a*) & (*b*)	Rohilkund and Kumaon.	1911	482·77	980	2,90,96	34,14	15,69	18,45	45·95	6·39
			1912	552·64	1,087	3,43,74	41,68	16,48	25,20	39·53	7·33
			1st qr. of 1913	552·64	286	3,47,93	11,55	4,49	7,06	38·92	2·03
			1913-14	554·34	1,185	3,56,26	41,35	18,31	23,04	44·28	6·52
			1914-15	568·83	1,140	3,71,69	34,99	18,80	16,19	53·73	4·36
			1915-16	571·35	1,129	3,70,77	37,43	18,15	19,28	48·49	5·20

* See Appendix 1.
† Included with the South Indian railway (3' 3¾" gauge).

APPENDIX 7—*contd.*

General results of working each railway system.

Classification No. of Railway (detailed in "Index" to Appendix 1).		Railway system.	Year.	Mileage open at close of the year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (7).
Main head.	Sub-head.										
1	2	3	4	5	6	7	8	9	10	11	12
		3′ 3¾″ Gauge—*concld.*									
			1911	64·75	235	69,57	6,01	3,11	2,90	*51·75	4·17
			1912	64·75	233	69,65	6,30	3,30	3,00	*52·41	4·31
			1st qr. of 1913	64·75	58	69,56	1,61	80	81	*49·52	1·16
10	(g)	Shoranur-Cochin	1913-14	†	†	†	†	†	†	†	†
			1914-15								
			1915-16								
			1911	1,111·12	5,986	10,81,93	1,91,88	99,45	92,43	51·83	8·54
			1912	1,111·12	6,114	11,19,52	2,09,64	1,06,00	1,03,64	50·56	9·26
			1st qr. of 1913	1,111·12	1,543	11,84,21	53,09	29,70	23,39	55·94	2·06
10	(b) to (f)	South Indian...	1913-14	1,207·95	6,707	13,77,67	2,26,97	1,28,89	98,08	56·79	7·12
			1914-15	1,218·10	7,089	14,19,26	2,19,40	1,26,69	92,71	57·74	6·53
			1915-16	1,243·14	7,015	14,38,63	2,38,05	1,20,66	1,17,39	50·69	8·16
			1911	67·30	77	21,16	2,84	1,31	1,53	*46·07	7·24
			1912	67·30	105	21,96	3,05	1,48	1,57	*48·50	7·16
			1st qr. of 1913	67·30	26	22,06	92	37	55	*40·48	2·48
27	...	Udaipur-Chitorgarh.	1913-14	67·30	104	22,34	3,19	1,54	1,65	*48·18	7·40
			1914-15	67·30	93	22,40	2,65	1,58	1,07	*59·64	4·78
			1915-16	67·30	106	23,59	3,24	1,71	1,53	*52·79	6·77
		2′ 6″ Gauge.									
			1911	60·50	73	20,76	1,33	89	44	*66·79	2·13
			1912	60·50	88	21,98	1,72	1,13	59	*65·54	2·71
			1st qr. of 1913	60·50	33	22,06	45	29	16	*63·94	0·75
30	...	Arrah-Sasaram Light.	1913-14	60·50	113	22,19	1,94	1,23	71	*63·37	3·19
			1914-15	65·26	94	22,75	2,13	1,25	88	*58·50	3·88
			1915-16	65·16	94	22,88	1,96	1,17	79	*59·01	3·46
			1914-15	14·72	‡	‡	‡	‡	‡	‡	‡
31	...	Bangalore-Chik Ballapur Light.	1915-16	28·65	22	10,18	52	34	18	*64·96	1·81
			1911	51·12	124	22,13	2,78	1,66	1,12	*59·67	5·07
			1912	51·12	135	22,43	3,38	1,76	1,62	*51·99	7·24
			1st qr. of 1913	51·12	32	22,46	91	53	38	*58·18	1·69
33	...	Baraset-Basirhat Light.	1913-14	51·12	130	23,08	3,28	1,92	1,36	*58·42	5·91
			1914-15	52·24	139	23,99	3,49	2,15	1,34	*61·71	5·56
			1915-16	52·24	170	23,81	3,74	2,22	1,52	*59·31	6·40
			1911	115·84	149	49,00	7,45	3,46	3,99	*46·44	6·34
			1912	115·84	194	70,14	10,31	4,65	5,66	*45·05	8·08
			1st qr. of 1913	115·84	53	70,09	3,10	1,23	1,87	*39·60	2·67
34	...	Barsi Light ...	1913-14	115·84	230	70,98	13,18	4,71	8,47	*35·78	11·94
			1914-15	115·84	213	74,50	11,18	4,89	6,29	*43·81	8·43
			1915-16	117·50	201	76,45	10,67	4,70	5,97	*44·06	6·95
			1911	33·27	121	11,32	1,26	84	42	*66·05	3·79
			1912	33·27	124	11,46	1,31	82	49	*62·69	4·25
			1st qr. of 1913	33·27	33	11,53	34	22	12	*66·10	1·04
35	...	Beengal Provincial.	1913-14	33·27	120	11,56	1,34	87	47	*65·15	4·05
			1914-15	33·27	125	11,77	1,43	95	48	*66·81	4·03
			1915-16	33·27	125	11,85	1,41	96	45	*68·18	3·78
			1911	33·00	44	12,38	1,34	72	62	*53·38	5·04
			1912	33·00	78	12,63	2,50	1,08	1,42	*43·10	11·26
			1st qr. of 1913	33·00	13	12,73	36	29	7	*80·48	0·55
36	...	Bukhtiarpur-Bihar Light.	1913-14	33·00	46	13,11	1,58	1,12	46	*70·65	3·54
			1914-15	33·00	51	13,60	1,66	1,06	60	*63·67	4·43
			1915-16	33·00	71	13,60	2,31	1,22	1,09	*52·78	8·03
37	...	Burdwan-Katwa	1915-16	32·52	30	17,27	38	20	18	*51·57	1·10
			1911	20·24	27	9,03	64	49	15	*75·74	1·72
			1912	20·24	34	9,26	88	56	32	*63·86	3·42
			1st qr. of 1913	20·24	8	9,28	33	15	18	*44·59	1·94
39	...	Champaner-Shivrajpur Light.	1913-14	20·24	28	9,39	87	62	25	*70·93	2·68
			1914-15	20·24	24	9,47	64	64	...	*99·73	...
			1915-16	24·95	24	9,71	74	57	17	*76·78	1·77

* See Appendix 1.
† Included with the South Indian railway (3′ 3¾″ gauge).
‡ Information not available.

APPENDIX 7—*contd.*

General results of working each railway system.

Classification No. of Railway (detailed in "Index" to Appendix 1).		Railway system.	Year.	Mileage open at close of the year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (7)
Main head.	Sub-head.										
1	2	3	4	5	6	7	8	9	10	11	12
		2' 6" Gauge—*contd.*									
			1911	36·78	32	9,49	1,01	42	59	*42·05	6·17
			1912	36·78	33	9,89	1,02	45	57	*44·67	5·69
40	...	Cutch State ...	1st qr. of 1913	36·78	7	10,51	23	10	13	*45·07	1·24
			1913-14	36·78	28	10,52	97	64	33	*65·78	3·17
			1914-15	36·78	29	10,53	97	58	39	*59·72	3·61
			1915-16	36·78	28	10,84	1,05	53	52	*49·89	4·82
			1911	23·83	20	5,33	24	36	—12	*151·07	...
			1912	23·83	17	5,51	79	45	34	*56·17	6·31
41	...	Dehri-Rohtas Light.	1st qr. of 1913	23·83	13	5,79	31	13	18	*43·20	3·11
			1913-14	23·83	36	6,15	1,50	56	94	*37·33	15·25
			1914-15	23·83	40	6,26	1,91	60	1,31	*31·35	20·89
			1915-16	23·83	36	6,28	2,19	70	1,49	*32·11	23·73
			1911	19·62	19	7,41	41	27	14	*65·50	1·93
			1912	19·62	16	7,48	40	32	8	*80·27	0·96
42	...	Dholpur-Bari	1st qr. of 1913	19·62	4	7,77	14	8	6	*60·04	0·77
			1913-14	28·43	20	7,59	54	32	22	*60·04	2·86
			1914-15	36·38	27	12,41	72	44	28	*60·94	2·26
			1915-16	36·38	30	12,42	88	57	31	*65·48	2·44
45	...	Godhra-Lunavada	1913-14	24·00	6	11,40	13	11	2	*86·00	0·16
			1914-15	25·45	19	13,03	45	41	4	*90·03	0·34
			1915-16	25·45	22	12,90	53	56	—3	*106·80	...
46	...	Jessore-Jhenidah	1913-14	36·80	29	12,34	50	38	12	*75·55	5·68
			1914-15	36·80	†	†	†	†	†	†	†
			1915-16	36·80	80	12,81	95	1,33	—38	*140·92	...
48	...	Kolar District	1913-14	10·92	5	2,96	8	8	...	*103·33	...
			1914-15	10·92	19	3,06	36	31	5	*86·66	1·57
			1915-16	40·71	20	14,07	48	36	12	*74·32	0·87
49	...	Madaya Light...	1912	8·30	†	†	†	†	†	†	†
			1st qr. of 1913	8·30							
			1913-14	8·30							
			1914-15	8·30							
			1915-16	8·30							
			1911	32·41	26	7,20	62	29	33	*46·13	4·58
			1912	32·41	25	7,20	51	28	23	*55·43	3·19
1	(*d*)	Mourbhanj State	1st qr. of 1913	32·41	6	7,20	18	7	11	*43·16	1·53
			1913-14	32·41	25	7,23	67	30	37	*44·32	5·15
			1914-15	32·41	24	7,24	54	29	25	*54·35	3·45
			1915-16	32·41	24	7,27	48	31	17	*65·69	2·24
50	...	Nadiad-Kapadvanj.	1st. qr. of 1913.	27·86	3	9,25	6	5	1	*72·45	0·20
			1913-14	27·86	44	12,50	1,03	62	41	*59·88	3·30
			1914-15	27·86	42	13,42	1,19	80	39	*67·01	2·93
			1915-16	27·86	42	14,69	1,34	78	56	*58·05	3·82
			1911	24·62	19	7,36	33	23	10	*68·74	1·36
			1912	24·62	19	7,44	40	28	12	*70·50	1·61
1	(*f*)	Parlakimedi Light.	1st qr. of 1913	24·62	5	7,54	15	6	9	*41·39	1·19
			1913-14	24·62	19	7,55	51	33	18	*63·91	2·42
			1914-15	24·62	18	7,56	50	32	18	*64·33	2·38
			1915-16	24·62	19	7,63	41	40	1	*97·91	0·11
			1911	39·50	59	8,95	1,03	62	41	*60·33	4·59
			1912	39·50	59	8,95	1,01	61	40	*60·26	4·47
26	(*c*)	Powayan Light	1st qr. of 1913	39·50	14	8,95	20	12	8	*60·27	0·89
			1913-14	39·50	59	8,95	97	59	38	*60·32	4·34
			1914-15	39·50	57	8,95	83	50	33	*60·00	3·69
			1915-16	39·50	58	8,95	96	57	39	*49·14	4·28
			1911	92·50	137	42,17	5,32	2,22	3,10	*41·61	7·37
			1912	92·50	140	42,51	6,10	2,56	3,54	*41·87	8·34
51	...	Shahdara (Delhi)-Saharanpur Light.	1st qr. of 1913	92·50	36	42,69	1,92	66	1,26	*34·28	2·95
			1913-14	92·50	138	43,43	6,17	2,69	3,48	*43·53	8·02
			1914-15	92·50	141	43,90	6,48	2,90	3,58	*44·76	8·14
			1915-16	92·50	136	44,17	5,49	2,69	2,80	*49·03	6·34

* See Appendix 1.
† Information not available.

APPENDIX 7—*concld.*

General results of working each railway system.

Classification No. of Railway (detailed in "Index" to Appendix 1).		Railway system.	Year.	Mileage open at close of the year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (7).
Main head.	Sub-head.										
1	2	3	4	5	6	7	8	9	10	11	12
		2′ 6″ Gauge—*concld.*									
			1911	43·91	80	19,44	1,06	88	18	83·02	0·93
			1912	43·91	83	19,42	1,13	90	23	79·64	1·13
			1st qr. of 1913	43·91	19	19,42	24	28	—4	116·67	...
10	(4) & (5)	South Indian ...	1913-14	98·78	129	41,45	1,81	1,84	—3	101·65	...
			1914-15	98·78	147	41,73	1,98	2,16	—18	109·39	...
			1915-16	98·78	177	41,39	2,23	1,99	24	89·24	0·57
			1911	20·10	31	4,87	1,15	83	32	*72·23	6·54
			1912	20·10	33	4,87	1,21	86	35	*71·23	7 12
52	...	Tezpore-Balipara Light.	1st qr. of 1913	20·10	8	4,87	27	23	4	*85·26	0·33
			1913-14	20·10	34	4,87	1,35	94	41	*69·93	8·31
			1914-15	20·10	36	4,87	1,36	99	37	*72·98	7·51
			1915-16	20·10	32	4,87	1,42	97	45	*68·62	9·12
		2′ 0″ Gauge—									
			1911	51·00	268	38,52	10,30	5,35	4,45	*56·86	11·55
			1912	51·00	281	39,25	11,39	6,28	5,11	*55·11	13·02
53	...	Darjeeling-Himalayan.	1st qr. of 1913	51·00	70	39,56	2,43	1,56	87	*64·15	2·30
			1913-14	65·28	299	44,72	11,99	6,98	5,01	*58·18	12·30
			1914-15	106·62	281	65,46	11,36	6,66	4,70	*58·65	10·98
			1915-16	146·44	366	89,30	13,52	7,71	5,81	*57·08	6·50
			1913-14	249·96	275	69,11	5,14	2,94	2,20	*57·18	3·04
54	...	Gwalior Light	1914-15	249·96	269	72,27	5,31	3,15	2,16	*59·25	3·05
			1915-16	249·96	276	74,69	5,85	3,30	2,55	56·39	3·42
			1911	43·87	174	23,04	4,99	2,46	2,53	*49·36	10·97
			1912	43·87	194	22,95	5,59	2,53	3,06	*45·32	13·33
55	...	Howrah-Amta Light.	1st qr. of 1913	43·87	52	23,23	1,53	76	77	*49·89	3·31
			1913-14	43·87	214	25,61	5,94	3,25	2,69	*54·75	10·50
			1914-15	43·87	236	26,71	6,13	3,74	2,39	*61·05	8·94
			1915-16	43·87	237	26,87	6,17	3,57	2,60	*57·87	9·68
			1911	19·75	59	6,56	1,26	64	62	*50·68	9·48
			1912	19·75	72	6,62	1,41	66	75	*46·93	11·31
56	...	Howrah-Sheakhala Light.	1st qr. of 1913	19·75	20	6,69	38	16	22	*42·62	3·29
			1913-14	19·75	86	7,18	1,58	88	70	*55·87	9·69
			1914-15	19·75	83	8,27	1,56	85	71	*54·78	8·53
			1915-16	19·75	86	7,71	1,62	1,00	62	*61·76	8·06
			1911	3·31	6	1,06	8	7	1	*93·64	0·96
			1912	3·31	16	1,11	25	23	2	*93·13	1·54
57	...	Jagadhri Light	1st qr. of 1913	3·31	3	1,11	7	5	2	*78·48	1·80
			1913-14	3 31	13	1,14	25	22	3	*86·43	2·99
			1914-15	3·31	14	1,14	22	20	2	*87·43	2·42
			1915-16	3·31	14	1,13	23	21	2	*90·66	1·90
			1911	32·00	52	9,72	1,09	78	31	*71·35	3·19
			1912	32·50	53	9,84	1,22	89	33	*72·98	3·35
58	...	Jorhat (Provincial).	1st qr. of 1913	32·50	14	10,44	31	21	10	*69·46	0·96
			1913-14	32·50	53	10,65	1,30	90	40	*69·36	3·75
			1914-15	32·50	52	10,72	1,21	1,28	—7	*105·23	...
			1915-16	32·50	52	10,91	1,57	1,02	55	*64·97	5·04
			1911	19·00	15	1,97	16	11	5	*67·20	2·66
			1912	25·00	22	2,75	23	17	6	*76·03	2·00
			1st qr. of 1913	25·00	4	2,75	6	4	2	*63·18	0·73
21	(5)	Pipar-Bilara Light.	1913-14	25·25	19	2,77	26	25	1	*94·94	0·36
			1914-15	25·25	19	2,80	25	16	9	*62 67	3·21
			1915-16	25·25	24	2,90	34	21	13	*61·76	4·48
59	...	Kulasekarapatnam Tisnanvillai.	1915-16	18·00	18	2,86	18	13	5	70·64	2·02
60	...	Tarikere-Narasimharajapura.	1914-15	12·00	†	†	†	†	†	†	†
			1915-16	11·75	7	2,97	8	10	—2	*127·66	...
			1911	32,889	142,944	4,50,06,80	55,27,78	†28,83,88	†26,43,90	52·17	5·87
			1912	33,484	†52,761	4,65,15,00	61,65,07	†30,15,87	†31,49,20	48·92	6·77
		Total of all railways.	1st qr. of 1913	33,599	38,583	4,70,90,95	16,23,62	8,48,84	7,74,78	52·28	1·67
			1913-14	34,656	156,276	4,95,08,64	63,58,56	†32,92,89	†30,65,67	51·79	6·19
			1914-15	35,285	157,142	5,19,22,13	60,42,01	32,74,10	27,67,91	54·19	5·33
			1915-16	35,833	159,038	5,29,98,29	64,66,04	32,91,95	31,74,09	50·91	5·99

* See Appendix 1.
† Revised figures.

APPENDIX 8.

Statistical results of working the various classes of railways during the financial year 1915-16.

Class.	Length of line open on the 31st March 1916.	Total capital outlay on open lines to the 31st March 1916, including steam-boat and suspense.	Total number of passengers carried.	Total weight of goods carried.	Gross earnings, including steam-boat service.	Working expenses, including steam-boat service.	Net earnings, including steam-boat service.	Percentage of net earnings on capital outlay on open lines.
5′ 6″ gauge.	Miles.	Rs.	No.	Tons.	Rs.	Rs.	Rs.	
State lines worked by the State	5,842·99	1,27,30,69,000	92,375,100	17,704,000	12,57,59,000	6,98,95,000	5,58,64,000	
State lines worked by companies	9,734·48	2,25,77,02,000	157,131,000	44,037,000	31,43,57,000	14,99,20,000	16,44,37,000	
Branch line companies' railways under "Guarantee" terms, worked by the main line.	32·04	30,28,000	512,100	104,000	5,09,000	2,54,000	2,55,000	
Branch line companies' railways under "Rebate" terms worked by the main line.	1,301·76	9,36,05,000	15,985,700	1,819,000	1,13,88,000	57,32,000	56,56,000	
Companies' lines subsidized by the Government of India.	191·64	1,84,32,000	2,364,300	768,000	31,83,000	15,28,000	16,55,000	
District Board line	21·09	12,15,000	16,400	...	3,000	1,000	2,000	
Native State lines worked by the main line.	606·09	4,25,15,000	6,950,000	1,010,000	52,41,000	27,08,000	25,33,000	
Companies' line guaranteed by Native State.	330·13	5,30,64,000	1,776,400	643,000	64,71,000	34,71,000	30,00,000	
TOTAL FOR 1915-16 ...	18,060·22	3,74,26,30,000	277,111,000	66,085,000	46,69,11,000	23,35,09,000	23,34,02,000	6·24
TOTAL FOR 1914-15 ...	17,826·67	3,66,74,53,000	258,461,500	59,726,000	43,20,37,000	23,12,04,000	20,08,33,000	5·48
3′ 3⅜″ gauge.								
State lines worked by the State ...	1,161·29	12,90,42,000	10,945,600	1,830,000	1,33,11,000	88,49,000	44,62,000	
State lines worked by companies*	8,374·17	94,35,53,000	112,150,200	11,319,000	11,47,92,000	6,04,49,000	5,43,43,000	
Branch line companies' railways under "Rebate" terms, worked by the main line.	175·90	75,03,000	2,256,500	300,000	10,59,000	4,73,000	5,86,000	
Companies' lines subsidized by the Government of India.	1,716·25	12,78,00,000	32,017,300	3,178,000	1,37,79,000	57,16,000	80,63,000	
Companies' lines subsidized by Local Government.	86·02	1,14,19,000	553,500	425,000	14,14,000	8,68,000	5,46,000	
Unassisted Company's line ...	5·50	16,94,000	80,200	314,000	97,000	54,000	43,000	
District Board lines ...	188·78	87,26,000	4,968,200	340,000	14,88,000	7,83,000	7,05,000	
Native State lines worked by Native States.	1,910·43	7,21,83,000	9,620,300	1,829,000	1,18,95,000	54,79,000	64,16,000	
Native State lines worked by the main line.	605·06	3,41,80,000	4,650,400	445,000	27,35,000	13,73,000	13,62,000	
Companies' lines guaranteed by Native States.	391·13	3,19,95,000	2,931,300	455,000	44,81,000	23,85,000	20,96,000	
Lines in Foreign territory worked by British Indian Railway companies.	73·60	2,06,33,000	1,492,100	271,000	9,66,000	5,61,000	4,05,000	
TOTAL FOR 1915-16 ...	14,724·53	1,39,20,44,000	181,665,600	20,706,000	16,60,17,000	8,69,90,000	7,90,27,000	5·68
TOTAL FOR 1914-15 ...	14,605·92	1,37,43,50,000	176,779,900	19,404,000	15,95,48,000	8,34,18,000	7,11,30,000	5·18
Special (2′ 6″ and 2′ 0″) gauges.								
State lines worked by the State ...	283·33	3,45,69,000	207,300	30,000	23,78,000	15,57,000	8,21,000	
State lines worked by companies	923·67	5,44,46,000	3,325,300	745,000	30,22,000	24,72,000	5,50,000	
Branch line company's railway under "Guarantee" terms worked by the Branch line company.	32·52	17,27,000	137,000	3,000	38,000	20,000	18,000	
Branch line companies' railways under "Rebate" terms—								
(a) Worked by the Branch line company.	78·26	37,30,000	462,200	77,000	2,61,000	1,91,000	70,000	
(b) Worked by the main line...	316·63	1,46,04,000	1,053,700	153,000	8,12,000	3,74,000	4,38,000	
Companies' lines subsidized by the Government of India.	285·94	1,47,24,000	2,321,400	406,000	20,15,000	9,34,000	10,81,000	
Companies' line subsidized by Local Government.	51·60	43,63,000	205,900	56,000	11,90,000	6,90,000	5,00,000	
Unassisted companies' lines ...	62·88	15,84,000	766,900	62,000	1,82,000	1,30,000	52,000	
Companies' lines subsidized by District Boards.	270·92	1,12,55,000	5,227,600	151,000	18,17,000	11,48,000	6,69,000	
Native State lines worked by Native States.	400·83	1,17,89,000	791,000	181,000	8,68,000	5,07,000	3,61,000	
Native State lines worked by the main line.	313·26	1,13,46,000	2,611,800	77,000	10,41,000	6,39,000	4,02,000	
Companies' lines guaranteed by Native States.	28·65	10,18,000	153,600	6,000	52,000	34,000	18,000	
TOTAL FOR 1915-16 ...	3,047·89	16,51,55,000	17,263,700	1,947,000	1,36,76,000	86,96,000	49,80,000	3·02
TOTAL FOR 1914-15 ...	2,852·11	15,04,10,000	15,844,500	1,842,000	1,26,16,000	77,28,000	48,28,000	3·21
TOTAL OF ALL RAILWAYS FOR 1915-16.	35,832·64	5,29,98,29,000	†176,039,300	†88,738,000	64,66,04,000	32,91,95,000	31,74,09,000	5·99
TOTAL OF ALL RAILWAYS FOR 1914-15.	35,284·70	5,19,22,13,000	451,085,900	80,972,000	60,42,01,000	32,74,10,000	27,67,91,000	5·33

*The Birur Shimoga, Hindupur and Mysore-Nanjangud railways are included with the Mysore State railways under this classification as separate figures for these lines are not available

†Includes cross traffic which is excluded from Appendix 5.

APPENDIX 9.

Main results of working of all Indian railways treated as one system.

Serial number.	Particulars.	1911.	1912.	1st quarter of 1913.	1913-14.	1914-15.	1915-16.
1	2	3	4	5	6	7	8
1	Mileage open at close of the year Miles	32,839	33,484	33,599	34,656	35,285	35,833
2	Total Capital outlay, including ferries and suspense, on open lines (in thousands of rupees) . . . . . Rs.	4,50,06,80	4,65,15,00	4,70,90,65	4,95,08,64	5,19,22,13	5,29,98,29
*3	Gross earnings (in thousands of rupees) . . . . . „	55,27,78	61,65,07	16,28,62	63,58,56	60,42,01	64,66,04
4	Gross earnings per mile open . . „	16,833	18,412	4,832	18,350	17,123	18,041
5	Gross earnings per mile open per week „	324	354	*372	353	329	347
6	Gross earnings per train-mile . . „	3·87	4·04	4·21	4·07	3·84	4·07
7	Total working expenses (in thousands of rupees) . . . . . „	28,83,92	30,15,92	8,48,84	*32,92,94	32,74,10	32,91,95
8	Working expenses per mile open . . „	8,782	9,007	2,526	*9,502	9,279	9,185
9	Working expenses per train-mile . „	2·02	1·98	2·20	2·11	2·08	2·07
10	Percentage of working expenses to gross earnings . . . Per cent	52·17	48·92	52·28	51·79	54·19	50·91
11	Net earnings (in thousands of rupees) . Rs.	26,44,00	31,49,15	7,74,78	*30,65,62	27,67,91	31,74,09
12	Net earnings per mile open . . „	8,051	9,405	2,306	8,846	7,844	8,856
13	Net earnings per train-mile . . „	1·85	2·06	2·01	1·96	1·76	2·00
14	Percentage of net earnings on total capital outlay (item 2) . . Per cent	5·87	6·77	1·67	6·19	5·33	5·99
15	Coaching train-miles (in thousands) Train-miles.	50,833	52,093	13,483	55,972	58,569	56,364
16	Goods train-miles (in thousands) . „	53,219	59,992	15,322	57,933	56,359	62,766
17	Mixed train-miles (in thousands) . . „	33,746	34,940	8,781	34,581	35,514	34,471
18	Total, including miscellaneous, train-miles (in thousands) . . . . „	142,944	152,761	38,583	156,276	157,142	159,038
19	Unit-mileage of passengers (in thousands) . . . . . Unit-miles	14,372,943	15,318,872	4,038,522	16,614,068	16,022,842	16,528,646
20	Freight ton-mileage of goods (in thousands) . . . . . Ton-miles	13,358,364	15,628,595	4,040,617	15,623,235	15,225,957	17,157,841
21	Average miles a ton of goods was carried . . . . . Miles	187·44	199·15	188·26	189·11	188·04	207·98
22	Average rate charged for carrying a ton of goods one mile . . . Pies	4·73	4·66	4·73	4·64	4·43	4·34
	Average miles a passenger was carried.						
23	1st class . . . . . Miles	111·60	106·54	114·26	112·46	123·88	113·18
24	2nd class . . . . . „	76·33	74·77	72·26	74·58	80·04	93·44
25	Intermediate class . . . . . „	57·27	51·90	51·25	51·13	49·72	50·20
26	3rd class . . . . . „	37·72	37·81	38·09	37·40	36·59	36·60
27	Season and Vendors' tickets . . „	8·78	8·64	8·42	8·71	8·50	8·52
28	Total . . . . . „	36·87	36·72	36·84	36·30	35·52	35·59
	Average rate charged per passenger per mile.						
29	1st class . . . . . Pies	14·29	14·25	14·59	14·48	12·79	13·63
30	2nd class . . . . . „	6·73	6·64	6·73	6·60	6·23	5·50
31	Intermediate class . . . . . „	3·10	3·12	3·15	3·14	3·16	3·16
32	3rd class . . . . . „	2·30	2·30	2·32	2·29	2·29	2·29
33	Season and Vendors' tickets . . „	1·43	1·45	1·47	1·42	1·42	1·42
34	Total . . . . . „	2·47	2·45	2·49	2·45	2·41	2·44

* Revised figures.

APPENDIX 10.

Railways and tramways projected up to the 31st March 1916.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
					Miles	Lakhs of rupees.	
ASSAM.							
Alipur Duars-Kumargram railway.	E. B. ...	Alipur Duars to Kumargram.	Not ...	3′ 3⅜″ / 2′ 0″	21	...	New project. Reconnaissance sanctioned.
Amguri-Silghat railway ...	A. B. ...	Amguri to Silghat ...	Not ...	3′ 3⅜″	100	...	New project. Survey sanctioned.
Assam Feeder railways ...	A. B. ...	(i) Karimganj into the Longai valley, to Hathekhera with a branch into the Chargola valley.	Not ...	3′ 3⅜″	44	...	(a) Survey sanctioned.
		(ii) Silchar to Duarbund with branches to Sonaimukh and Dhalai.	Not ...	3′ 3⅜″	30	...	
Assam-Burma connection railway.	...	(See under Burma) ...	...	...	...	...	
Bagmara-Siju railway ...	A. B. ...	Bagmara to Siju with ...	Surveyed in 1913-14.	3′ 3⅜″	15	28·09	
		Extension to Jankary ...	Not ...		6	10·51	
Dwara-Sunamganj railway...	A. B. ...	Dwara to Sunamganj ...	Not ...	3′ 3⅜″	8	...	(a) New project. Reconnaissance sanctioned.
Gauhati-Borpani railway ...	A. B. ...	Gauhati to Borpani ...	Surveyed in 1912.	2′ 0″	57·4	33·40	(a)
		Gauhati to Shillong ...		2′ 0″	65·4	38·54	
Golakgunge-Kumargram railway.	E. B. ...	Golakgunge to Kumargram	Not ...	3′ 3⅜″ / 2′ 0″	38	...	(a) New project Reconnaissance sanctioned.
Habiganj-Begamkhan railway.	A. B. ...	Shaistaganj to Habiganj ... and Shaistaganj to Begamkhan	Surveyed in 1912.	3′ 3⅜″	16·31	9·01	(a) Estimates revised in 1915.
Srimangal-Manumukh railway.	A. B. ...	Srimangal to Maulvi Bazar and Maulvi Bazar to Manumukh	Surveyed in 1912.	3′ 3⅜″	22·7	10·73	(a) Estimates revised in 1915.
Sylhet-Dwara railway ...	A. B. ...	Sylhet to Dwara ...	Not ...	3′ 3⅜″	28	...	(a) New project. Survey sanctioned.
Sylhet-Therria Ghat railway.	A. B. ...	Sylhet to Therria Ghat ...	Surveyed in 1915.	3′ 3⅜″	24	30·76	Alternative to Sylhet-Dwara and Dwara-Sunamganj railway projects.
Tangla-Borjuli railway ...	E. B. ...	Tangla to Borjuli ... or	Surveyed in 1905-06.	3′ 3⅜″	47·83	25·40	(a) Estimates revised and brought up to date in 1915.
		Tangla to Rangapara ...		3′ 3⅜″	49·92	(b) 27·84 (c) 25·37	
BALUCHISTAN.				5′ 6″	52	64·32	Fully equipped line. (a) Projected to develop mining industry and open up Zhob Valley.
				5′ 6″	47	28·95	Light line.
Khanai-Hindu Bagh railway	N. W. ...	Khanai to Hindu Bagh ...	Surveyed in 1908.	2′ 6″	52	49·04	Fully equipped line.
				2′ 6″	47	25·94	Light line.
				2′ 0″	47	25·36	Light line.
BENGAL.							
Alipur Duars-Kumargram railway.	...	(See under Assam.)	...	...	...	...	
Badarganj-Mohimaganj railway.	E. B. ...	Badarganj to Mohimaganj or Bonarpara.	Not ...	3′ 3⅜″	48	...	(a) Reconnaissance sanctioned.
Barisal connection railway	E. B. ...	See "Khoolna-Barisal-Faridpur Railway."	...	...	...	...	
Barsoi-Harischandrapur railway.	E. B. ...	Barsoi to Harischandrapur	Not ...	3′ 3⅜″	16	...	Reconnaissance sanctioned.
Birnagar-Santipur railway	E. B. ...	Birnagar to Santipur ...	Not ...	5′ 6″	10	...	Survey sanctioned as far as the eastern bank of the Hooghly, if necessary.
Bongong-Satkhira railway...	E. B. ...	Bongong to Satkhira ... or	Surveyed in 1914.	5′ 6″	27	19·18	(a) Bongong-Satkhira alignment preferred.
		Nabharan to Satkhira ...			26	18·41	
Chandrakona Road-Ghatal railway.	B. N. ...	Chandrakona Road to Ghatal.	Not ...	2′ 6″	...	...	(a)
Contai Road-Contai railway	B. N. ...	Contai Road to Contai ...	Surveyed in 1913.	2′ 6″	34	(b)12·78	(a) Survey on 5′ 6″ gauge sanctioned.
Dacca District railways ...	E. B. ...	See under "Mymensingh and Dacca districts railways."	....	...	...	...	
Eklakhi-Bonarpara railway	E. B. ...	Eklakhi to Bonarpara ...	Not ...	3′ 3⅜″	95	105·92	(a) Reconnoitred in 1915.
Golakgunge-Kumargram railway.	...	(See under Assam) ...	...	...	...	...	

(a) Proposals for construction under Branch Line terms have been received from private promoters.
(b) With new girders and rails. (c) With second hand girders and rails.

APPENDIX 10—*contd.*

Railways and tramways projected up to the 31st March 1916.

NAME OF PROJECT. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
BENGAL—*contd.*					Miles.	Lakhs of rupees.	
Goalundo-Narayanganj extension railway.	E. B. ...	Lakhee Khal Hat (opposite Faridpur) to Munshiganj	Surveye in 1898.	3′ 3⅜″	40	58·47	
Hajiganj-Shatnal branch railway	A. B. ...	Hajiganj to Shatnal ...	Surveyed in 1899.	3′ 3⅜″	24	32·81	
Hooghly Bridge connection railway.	E. I. and E. B.	(i) Bridge over the river Hooghly at Bally and approaches (double track).	Surveyed in 1913-14.	5′ 6″	8	112·62	
		(ii) Eastern Bengal railway low level northern connection with Hooghly Bridge (single track).		5′ 6″	2	6·86	
Ishurdi-Sadhuganj railway	E. B. ...	Ishurdi to Sadhuganj *vid* Pabna.	Not ...	5′ 6″	46	54·16	(*a*) New project. Survey on 5′ 6″ and 2′ 6″ gauges alternatively sanctioned.
Jessore-Faridpur railway ...	E. B. ...	Jessore to Faridpur ...	Not ...	5′ 6″	...	...	New project. Reconnaissance sanctioned.
Jessore-Jhenida railway extensions.	J. J. ...	(i) Jhenida to Kaliganga	Not ...	2′ 6″	26	19·29	(*a*) Reconnoitred in 1914.
		(ii) Jhenida to Madhumati *vid* Magura.		2′ 6″	34	23·02	
		(iii) Jessore to Bagmara *vid* Narail.		2′ 6″	60	65·85	
Kandi branch railway ...	E. I. ...	Nerole to Kandi ...	Not ...	2′ 6″	15	12·86	(*a*) Preliminary survey made. Alternative to Sainthia Khagraghat railway.
Khoolna Barisal-Faridpur ... railway.	E. B. ...	Khoolna to Barisal and to Faridpur.	Surveyed in 1914.	5′ 6″	137	349·55	(*a*)
Krishnagar-Jalangi railway	E. B. ...	Krishnagar to Jalangi ...	Surveyed in 1905.	2′ 6″	55	30·98	(*a*) Estimates revised in 1915.
			Reconnoitred in 1915.	5′ 6″	57	50·00	
Kurigram-Ulipur-Chilmari railway.	...	Kurigram to Ulipur ...	Surveyed in 1912-13.	3′ 3⅜″	21	11·76	(*a*)
		and Ulipur to Chilmari ...					
Mymensingh and Dacca districts railways.	E. B. ...	Mymensingh to Tangail with extensions to Elashin					
		(i) Northern route *vid* Nandanpur.	Surveyed in 1913-14.	3′ 3⅜″	67	66·33	
		(ii) Northern route *vid* Gangaer.			63	62·57	
		(iii) Southern route *vid* Kalihati and Elenga.			61	60·50	
		(iv) Southern route *vid* Bala.			59	60·25	
		Tangail to Singhjani ...	Not ...	3′ 3⅜″	47	37·88	Reconnoitred in 1915.
		Tangail to Bausi ...			41	34 88	
		Tangail to Sarisabari ...			32	30 66	
		Tangail to Aricha ...			41	92 21	
		Dacca to Aricha ...			46	88·21	
		Singhjani to Deopara ...			39	32·98	
		Munshiganj to Lohajun *vid* Toltollah and Toltollah to Aricha *vid* Mohuganj and Srinagar.	Not ...	3′ 3⅜″	...	...	(*a*) Reconnaissance sanctioned.
Mymensingh-Jamalpur-Bakshiganj railway.	E. B. ...	Mymensingh to Jamalpur with extension to Bakshiganj.	Not ...	3′ 3⅜″	71	66·14	(*a*) Newlproject. Reconnoitred in 1915.
Nabharn-Satkhira railway	...	(See under "Bongong-Satkhira railway.")	...	...	...	...	
Nachoul-Rampur Boalia-Gopalpur railway.	E. B. ...	Nachoul to Gopalpur,	Surveyed in 1913.	5′ 6″	57	83·98	Alternative to Nattore-Godagari railway. Cost includes conversion to 5′ 6″ gauge of Nachoul-Godageri metre gauge section.
		or alternative to Abdalpur	Surveyed in 1914.	5′ 6″	51	77·31	
Nattore-Rampur Boalia-Godagari railway.	E. B. ...	Nattore to Godagari, *vid* Rampur Boalia.	Surveyed in 1910-1911.	5′ 6″	41	53·27	

(*a*) Proposals for construction under Branch Line terms have been received from private promoters.
(*b*) Estimate includes flotation charges and interest during construction.

APPENDIX 10—*contd.*

Railways and tramways projected up to the 31st March 1916.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
BENGAL—*concld.*							
Nuxulbari-Panighatta railway.	D. H. E. ...	Nuxulbari to Panighatta	Not ...	2′ 0″	10	2·64	(*a*) Reconnoitred in 1915.
Panschura-Tamluk railway	B. N. ...	Panschura to Tamluk ...	Not ...	2′ 0″	14	...	(*a*) New project.
Patgram-Mathabhanga railway.	B. D. ...	Patgram to Mathabhanga...	Not ...	3′ 3⅜″	12½	...	Survey sanctioned.
Patgram-Mekliganj railway	B. D. ...	Patgram to Mekliganj ...			7½	...	
Phulbari-Sumjhia branch railway.	E. B. ...	Phulbari to Sumjhia ...	Surveyed in 1895-1896.	3′ 3⅜″	13	4·42	
Purnea and Dinajpur Districts railways.	...	(See under Bihar and Orissa.)	...	...	...	...	
Sainthia-Khagraghat railway.	E. I. ...	Sainthia to Khagraghat ...	Not ...	2′ 6″	...	...	(*a*)
Sainthia-NayaDumka railway.	E. I. ...	Sainthia to Naya Dumka ...	Not ...	2′ 6″	41	...	(*a*) Survey sanctioned.
Santahar-Malda railway ...	E. B. ...	Santahar to Malda ...	Surveyed in 1910-12.	3′ 3⅜″	54	53·35	(*a*)
Sirajganj-Bogra railway ...	E. B. ...	Sirajganj to Bogra ...	Not ...	5′ 6″ / 3′ 3⅜″	86	...	(*a*) Survey sanctioned.
Vishnupur-Calcutta chord railway.	B. N. ...	Vishnupur to Calcutta ...	Surveyed in 1913-14.	5′ 6″	76	181·03	
BIHAR AND ORISSA.							
Barsoi-Harischandrapur railway.	...	(See under Bengal) ...	...	...	...	...	
Bausi-Baidyanath railway ...	E. I. ...	Bausi to Baidyanath ...	Surveyed in 1899.	5′ 6″	44	32·35	
Bechupur-Ramgarh-Bokharo Coalfield railway.	O. & R. ...	Bechupur (Moghal Sarai) to Leiyo.	Surveyed in 1910.	5′ 6″	269	361·64	
Bhadrak-Chandballi railway	B. N. ...	Bhadrak to Chandballi ...	Surveyed in 1915.	5′ 6″	29	25·55	
Bhagalpur-Nalhati (or Ahmadpur) railway.	E. I. ...	Bhagalpur to Nalhati ... or Bhagalpur to Ahmadpur ...	Surveyed in 1895-1896.	5′ 6″	...	...	Bhagalpur to Bausi opened on 1st October 1911.
Bhojudih-Daltonganj railway	B. N. ...	Bhojudih to Daltonganj ...	Surveyed in 1889-1890 and 1897-1898.	5′ 6″	171	168·00	
Bokharo and Ramgarh Coalfield railway.	B. N. ...	Mohuda to a point on the left bank of the Chootya Nala.	Surveyed in 1908-1909.	5′ 6″	42	50·02	Section from Mohuda to Bermo (flag station) 22 miles, opened.
Chakardharpur-Jaintgarh railway.	B. N. ...	Chakardharpur to Jaintgarh *vid* Chaibasa.	Not ...	2′ 6″	54	...	(*a*) Survey sanctioned.
Gorakhpur and Champaran Districts railways.	...	(See under United Provinces)	...	...	...	...	
Gya-Makbalpur-Jehanabad railway.	E. I. ...	Gya to Jehanabad *vid* Makbalpur with a branch from Mau to Daudnagar.	Not ...	2′ 6″	61 / 26	... / ...	(*a*)
Gya-Sherghatty railway ...	E. I. ...	Gya to Sherghatty ...	Surveyed in 1912.	5′ 6″	22	(*b*)12·80	(*a*)
Hazaribagh Road-Hazaribagh railway.	E. I. ...	Hazaribagh Road to Hazaribagh.	Surveyed in 1914.	2′ 6″	41	14·58	(*a*)
Isri-Parasnath railway ...	E. I. ...	Isri to Madhuban ...	Not ...	2′ 6″	12	3·77	(*a*) Reconnoitred.
Jagatpur-Kendrapara railway.	B. N. ...	Jagatpur to Kendrapara ...	Not ...	2′ 6″	34	11·48	(*a*) New project. Survey sanctioned.
Jamoocee-Bariarpur railway	E. I. ...	Jamoocee to Bariarpur ...	Not ...	5′ 6″ / 2′ 6″	36	25·69 / 18·28	(*a*) Reconnoitred in 1915.
Lohardaga Extension railway.	B. N. ..	Lohardaga to Venkatnagar.	Not	5′ 6″	232	308·73	Reconnoitred in 1915.
		With a branch from Patna to Dongasara		5′ 6″	103	173·13	
Lohardaga-Palkote extension railway.	B. N. ...	Lohardaga to Palkote ...	Not ...	2′ 6″	45	...	

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.
(*b*) Cost on 2′ 6″ gauge excluding land is Rs. 10·39 lakhs.

APPENDIX 10—*contd.*

Railways and tramways projected up to the 31st March 1916.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
BIHAR & ORISSA—*concld.*					Miles.	Lakhs of rupees.	
Muzaffarpur-Darbhanga chord railway.	B. & N. W.	Muzaffarpur to Darbhanga	Surveyed in 1906-1907.	3′ 3⅜″	38	32·70	
Purnea and Dinajpur Districts railways.	E. B. ...	(*i*) Kasba to Kissengunge with branch from Kutti to Sikti.	Not ...	3′ 3⅜″	33 44	31·69 30·97	Reconnaissance made in 1914.
		(*ii*) Arariya to Thakurgunge with branch from Joki to Sikti.			49 22	39·05 14·00	
		(*iii*) Arariya to Sikti and Garbandanga.			44	35·89	
	D. H. ...	(*iv*) Thakurgunge to Sikti	Surveyed in 1915.	3′ 3⅜″ 2′ 0″	49 49	36·90 27·80	(*a*) In substitution of Kutti-Sikti and (*ii*) and (*iii*).
	E. B. ...	(*v*) Rayganj to Titalia and to Siliguri.	Not ...	3′ 3⅜″	79	44·06	Reconnoitred in 1914.
Sainthia-Naya Dumka railway.	...	(See under Bengal) ...	...	...	...	...	
Sambalpur-Khurda railway	B. N. ...	Sambalpur to Khurda ...	Surveyed in 1891-1892.	5′ 6″	190	237·00	
Sointilla-Sonpur branch railway.	B. N. ...	Sointilla to Sonpur ...	Surveyed in 1897-1898.	5′ 6″	43	30·62	To connect Raipur-Vizianagram with Sambalpur-Khurda.
Tewaraha-Sitamarhi branch railway.	B. & N. W.	Tewaraha to Sitamarhi ...	Surveyed in 1906-1907.	3′ 3⅜″	30	16·53	Tewaraha is at mile 19 on projected Muzaffarpur-Darbhanga chord railway.
Tilothoo-Sassaram railway	E. I. ...	Tilothoo to Sassaram ...	Not ...	2′ 6″	12	...	(*a*)
Vyas Sarovar-Jajpur railway	B. N. ...	Vyas Sarovar to Jajpur ...	Not ...	2′ 6″	17	...	
BOMBAY.							
Aden tramway	...	Tawahi to Shaik Othman with branch Maala to Crater.	Surveyed in 1910-1911.	2′ 6″	10 2	... ...	
Ambaji Taranga railway ...	B. B & C. I.	From Varetha to Sankar Mauli Ambaji.	Surveyed in 1910-12.	2′ 6″	32	22·20	Construction of the first 18 miles to Samia by a private Company sanctioned in 1911. Estimated cost revised in 1914.
Ahmednagar and Nasik District railway.	G. I. P.	(i) Belapur to Shevgaon ...	Not	2′ 6″	45	...	Reconnaissance survey sanctioned.
		(ii) Belapur to Nasik with a branch to Sangamner.		3′ 3⅜″	95	...	
Andheri Tramway ...	B. B. & C. I.	Andheri to Vesava ...	Surveyed	3′ 3⅜″	3	1·11	
Bagalkot-Hungund branch railway.	M. & S. M.	Bagalkot to Hungund ...	Surveyed in 1900.	3′ 3⅜″	31	24·42	
Baramati-Baurá railway ...	...	See under "Dhond-Baramati extensions."	...	...	...	...	
Bassein-Agashi-Virar railway	B. B. & C. I.	Bassein Road to Virar, *vid* Bassein and Bolinji with branches to Bassein Bundar and Agashi.	Not ...	2′ 6″	16	...	(*a*) Survey sanctioned.
Belgaum-Saundatti-Hubli railway.	M. & S. M.	Belgaum to Hubli, *vid* Saundatti and Alagwadi or *vid* Saundatti and Nargund.	Surveyed in 1913-14.	3′ 3⅜″	87 91	50·12 52·31	
Bombay-Sind Connection railway.	B. B. & C. I. & N. W.	Viramgam or other point on Bombay, Baroda and Central India Railway to a point on North Western or Jodhpur-Bikaner Railway.	Not ...	5′ 6″	...	...	
Bulsar-Vahial railway ...	B. B. & C. I.	Bulsar to Vahial *vid* Dharmpur.	Surveyed in 1912-14	2′ 6″	24	9·50	(*a*)
Chinchli-(Kudchi)-Bagalkot railway.	M. & S. M.	Chinchli or Kudchi to Bagalkot, *vid* Jamkhandi.	Surveyed in 1911-12.	3′ 3⅜″	75	(*b*)49·73	52¾ miles will be in Native States.
Choranda-Koral railway ...	G. D. ...	Choranda to Koral ...	Not ...	2′ 6″	12	...	Proposed by the Baroda Durbar and generally approved by the Government of India.
Chota Udaipur-Kuksi railway	B. B. & C. I.	Chota Udaipur to Kuksi ...	Not ...	2′ 6″	57	22·23	Reconnoitred in 1906 as part of Bodeli-Barwaha railway.
Dabhoi-Timba railway ...	G. D. ...	Dabhoi to Timba, *vid* Waghodia Jarod, Samlaya and Savli with a branch to Baroda from Waghodia.	Surveyed	2′ 6″	63	23·86	Proposed by Baroda Durbar. The Dabhoi-Jarod-Samlaya-Savli-Timba section is under construction.
Dassalwada-Bahiel railway	N. K. ...	Dassalwada to Bahiel *vid* Atersumba.	Not ...	2′ 6″	12	...	New project. Will be a branch of Nadiad-Kapadvanj railway.

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.

(*b*) Includes cost of junction arrangements.

APPENDIX 10—*contd.*

Railways and tramways projected up to the 31st March 1916.

Name of project. Projects are arranged under Provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
BOMBAY—*contd.*							
Dhrangadhra State railway extension.	...	Halwad to Malia ...	Surveyed in 1902.	3′ 3½″	25	...	New project.
Deesa-Tharad railway ...	B. B. & C. I.	Deesa to Tharad with branches. (*i*) Diodar to Radhanpur ... (*ii*) Abasana to Suigam ...	Surveyed in 1900.	3′ 3⅜″	101	28·66	(*a*)Extension of Palanpur-Deesa railway. Deesa-Diodar Section (28 miles) costs 7·98 lakhs and Diodar-Tharad Section (33 miles) costs 9·44 lakhs.
Dewsna-Bechraji railway	...	Dewsna to Bechraji ...	Not ...	3′ 3⅜″	19	...	Proposed by Baroda Durbar.
Dhandhuka-Botad extension railway.	B.B. & C. I. & B.N.G.	Dhandhuka to Botad *viâ* Bhimnath or Dhandhuka to Botad *viâ* Sundariana.	Surveyed in 1914.	3′ 3⅜″	29 25	12·18 10·53	Alternative routes to Ranpur-Dhandhuka extension.
Dholka-Ranpur railway ...	B. B. & C.I. & B. N. G.	(*i*) Dholka to Dhandhuka (*ii*) Dhandhuka to Ranpur	Surveyed in 1906-07.	3′ 3⅜″	44 17	23·10 7·48	Resurveyed in 1914. Dhandhuka-Botad extension preferred.
Dhond-Baramati Extensions railway.	G. I. P. ...	Baramati to Baura ...	Not ...	2′ 6″	32	...	(*a*) Survey sanctioned.
Dhulia-Amalner branch railway.	G. I. P. ...	Dhulia to Amalner ...	Surveyed in 1892-1893	5′ 6″	20	20·00	
Gadag-Yalvigi railway ...	M. & S. M.	Gadag to Yalvigi, with branches to Gold mines.	Surveyed in 1905-1906.	3′ 3⅜″	33	...	
Harij-Khakhal railway ...	G. Mehsana	Harij to Khakhal ...	Not ...	3′ 3½″	...	...	Proposed by Baroda Durbar.
Harij-Radhanpur railway ...	G. Mehsana	Harij to Sami ... and Sami to Radhanpur ...	Not ...	3′ 3½″ 5′ 6″	...	...	Proposed by Baroda Durbar.
Hubli-Sirsi railway ...	M. & S. M.	Hubli to Sirsi	Not ..	3′ 3½″ 2′ 6″	66	...	(*a*) New project.
Indore-Dohad railway ...	...	(See under Central India)	...	...	...	...	
Jamnagar-Dwarka extension railway.	J. N. ...	Jamnagar to Dwarka, *viâ* Khambalia, with Khambalia-Salaya branch.	Surveyed in 1911.	3′ 3⅜″	86 9	... ...	Proposed by Navanagar Durbar. The line lies partly in Navanagar State and partly in Baroda. The portion in Navanagar State is 75 miles in length and is estimated to cost 40·88 lakhs. The portion in Baroda has been sanctioned for construction.
Jamwala-Velan railway ...	J. N. D.	Jamwala to Velan *viâ* Kodinar.	Not ...	3′ 3½″	...	...	New project. Proposed by Bareda Darbar. Survey sanctioned.
Jeur (or Poplaj)-Kharda railway.	G. I. P. ...	Jeur (or Poplaj) to Kharda	Not ...	2′ 6″	40	...	(*a*)
Junagad railways ...	J. N. D....	(*i*) Talala to Visvadar *viâ* Sasan. (*ii*) Una to Timbi ... (*iii*) Una to Nava Bandar	Not ...	3′ 3½″	...	...	New projects. Proposed by Junagad Durbar. Survey sanctioned.
Kalyan-Belapur-Panvel-Karjat Light railway.	G. I. P. ...	(*i*) Kalyan to Karjat, *viâ* Taloja and Chowk. with Taloja-Sarsola branch, *viâ* Belapur. Chowk to Nagothna extension.	Surveyed in 1907-1908.	2′ 0″ 2′ 6″ 2′ 0″ 2′ 6″ Not ... 2′ 0″ or 2′ 6″	40 9 37	15·22 16·17 2·57 2·79 12·33	(*a*) Reconnoitred in 1907-08.
		(*ii*) Mumbra to Panvel with branch from Taloja to Shahaba.	No ...	2′ 6″	22½	...	(*a*) Preferred to (*i*). Detailed survey sanctioned.

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.

APPENDIX 10—*contd.*

Railways and tramways projected up to the 31st March 1916.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
BOMBAY—*contd.*					Miles.	Lakhs of rupees.	
Kapadvanj-Modassa railway	N. K. ...	Kapadvanj to Modassa *vid* Baad.	Surveyed in 1912-1913.	2′ 6″	40	14·74	(*a*) Concession granted.
Khadro-Pritamabad Extension.	M. K. K.	Khadro to Pritamabad ...	Not ...	3′ 3⅜″	5	...	(*a*) Survey sanctioned.
Khijadia-Dhari railway extension.	K. D. ...	Dhari to Visvadar ...	Not ...	3′ 3⅜″	...	...	Proposed by Baroda Durbar. Survey sanctioned.
Khairpur-Kot Doji railway...	N. W. ...	Khairpur to Kot Deji ...	Not ...	2′ 6″	14	...	New project Proposed by the Khairpur Durbar.
Koregaon-Satara railway ...	M. & S. M.	Koregaon to Satara ...	Surveyed in 1911.	3′ 3⅜″	13	4·44	
Kurla-Trombay railway ...	G. I. P. ...	Kurla to Trombay ...	Surveyed in 1907-1908.	5′ 6″	5	6·07	Project deferred for the present.
Lower Sind branches ...	N. W. ...	(*i*) Badin to Jungshahi. ...	Surveyed in 1902.	5′ 6″	70	37·42	
		(*ii*) Tando Muhammad Khan to Mirpur Buttora.			33	17·19	
Lunavada-Sunth, Rampur railway.	G. I. ...	Lunavada to Sunth Rampur.	Surveyed in 1913.	2′ 6″	22	8·87	(*a*) Concession granted.
Manmad-Malegaon railway	G. I. P. ...	Manmad to Malegaon with an extension to Satana.	Surveyed in 1913.	2′ 6″	21	13·20	(*a*)
Modassa-Dungarpur railway	...	(See under Rajputana) ...	...	...	...	...	
Modassa-Meghraj railway...	N. K. ...	Modassa to Meghraj ...	Not ...	2′ 6″	13	...	Survey sanctioned.
Mumbra-Belapur-railway ...	...	See under "Kalyan-Belapur-Panvel-Karjat Light Railway."	...	...	...	...	
Nadiad-Kaira railway ...	B. B. & C. I.	Nadiad to Kaira, *vid* Piej, Vasu and Matar.	Not ...	2′ 6″	18	10·20	(*a*) Portion from Vasu to Pie constructed.
Nevasa-Nasik railway ...	G. I. P. ...	Nevasa to Nasik with a branch to Sangamner.	Not ...	2′ 6″	117	...	(*a*)
Nipani branch railway ...	M. & S. M.	(*i*) Chinchli route ...	Surveyed in 1912-13.	3′ 3⅜″	35	22·96	(*a*)
		(*ii*) Raibag route ...			32	22·09	
		(*iii*) Shirol Road route ...	Do.	3′ 3⅜″	35	25·71	
		(*iv*) Raibag (direct) route...	Reconnoitred in 1915.		31	20·12	
Pandharpur-Lonand railway	B. L. ...	Pandharpur to Lonand ...	Not ...	2′ 6″	86	...	Concession to Barsi Light railway granted. Survey sanctioned.
Pandharpur-Miraj extension railway.	B. L. ...	Pandharpur town to Miraj	Surveyed in 1908.	2′ 6″	83	...	Concession to Barsi Light railway granted. Resurvey sanctioned.
Parola-Sukheda railway ...	G. I. P. ...	Parola to Sukheda *vid* Amalner.	Not ...	5′ 6″	28	...	(*a*)
Pimpri-Jamkhed railway ...	G. I. P. ...	Pimpri to Jamkhed and on to Kharda.	Not ...	2′ 6″	60	...	(*a*) Alternative o. Jeur (Poplaj) Kharda railway.
Sawada-Chopda railway ...	G. I. P. ...	Sawada to Chopda ...	Not ...	2′ 6″	45	...	(*a*) New project.
Secunderabad-Gadag railway	...	(See under Hyderabad) ...	...	...	...	...	
Songhad Vajpur railway ...	T. V. ...	Songhad to Vajpur ...	Not ...	2′ 6″	...	...	Proposed by Baroda Durbar.
Talegaon Manchar railway	G. I. P. ...	(*i*) Talegaon to Khed ...	Surveyed in 1912, resurveyed in 1913.	2′ 6″	22	17·58	(*a*)
		(*ii*) Khed to Manchar ...	Not ...	...	8	...	

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.

APPENDIX 10—*contd.*

Railways and tramways projected up to the 31st March 1916.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
BOMBAY—*concld.*							
Thasra-Virpur railway ...	B. B. & C. I.	Thasra to Virpur *vid* Balasinor.	Surveyed in 1913-14.	2′ 6″	34	12·99	(*a*)
Vambori-Sheogaon railway	G. I. P. ...	Vambori to Sheogaon ...	Surveyed in 1914.	2′ 6″	42	19·81	(*a*)
Vasad-Katana railway ...	B. B. & C. I.	Vasad to Katana *vid* Borsad	Not ...	5′ 6″	27	...	Proposed by the Government of Bombay. Detailed survey sanctioned.
Veraval-Sasan tramway ...	J. U. ...	Veraval to Sasan ...	Not ...	3′ 3⅜″	26	...	Proposed by Junagad Durbar.
Vijapur-Chhara railway ...	B. B. & C. I.	Vijapur to Chhara ...	Not ...	3′ 3⅜″	...	...	Proposed by Baroda Durbar as extension of their Kalol-Vijapur railway.
Viramgam-Radhanpur railway.	B. B. & C. I	Viramgam to Sami ... and Sami to Radhanpur ...	Surveyed in 1907-09.	5′ 6″	45 15	46·28 36·13	(*a*)
BURMA.							
Alon-Saingbyin railway ...	B. ...	Alon to Saingbyin *vid* Budalin.	Surveyed in 1911.	3′ 3⅜″	28	11·68	(*a*)
Aungban-Heho railway ...	B ...	Aungban to Heho ...	Surveyed in 1910.	3′ 3⅜″	18	16·27	Estimate revised in 1915. This is an extension of the Southern Shan States railway
Bhamo-Momein (Tengyueh) railway.	B. ...	Bhamo to Momein ...	Not ...	2′ 6″	122	127·52	Reconnoitred in 1905-06.
Indo-Burma connection railway.	A. B. & B.	(*i*) Chittagong-Akyab-Minhla. (Aeng Pass route.)	Surveyed in 1894-1895.	3′ 3⅜″	450	700·00	Reconnoitred in 1914-15.
		(*ii*) Lumding-Manipur-Tammu-Yuwo-Kyathin (Manipur route.)			385	650·00	
		(*iii*) Makum to Mogaung ... (Hukong valley route.)			284	383·00	
		(*iv*) Chittagong-Taungup-Prome.	Surveyed in 1908-1909.		490	841·94	
		(*v*) Chittagong-Pyinmana...	Surveyed in 1914-15.	3′ 3⅜″	598	923·03	(*v*) includes 132 miles of ferry. Reconnoitred in 1914-15.
Kyangin-Petye railway ...	B. ...	Kyangin to Petye ...	Surveyed in 1908.	3′ 3⅜″	8	4·79	
Lower Burma railways ...	B. ...	(*i*) Ye to Tavoy and to steamer anchorage.	Not ...	3′ 3⅜″	33	21·87	Reconnoitred in 1912.
		(*ii*) Tavoy to Amya, *viâ* Myitta.			125	72·03	
		(*iii*) Moulmein to Three Pagodas.			108	59·02	
		(*iv*) Ye to Three Pagodas...			54	58·51	
		(*v*) Moulmein to Amherst	Not ...	2′ 6″	56	21·98	Reconnoitred in 1913.
		(*vi*) Moulmein to Chaungwabyin.			235	93·91	
		(*vii*) Chaungwabyin to Mergui			161	64·46	
		(*viii*) Mergui to Karathuri			139	111·81	
		(*ix*) Karathuri to Victoria point.			89	47·54	
Madouk-Nyaunglebin-Pado railway.	B. ...	Madouk to Nyaunglebin ... and Nyaunglebin to Pado ...	Surveyed in 1908 1910.	3′ 3⅜″	10 13	5·40 6·27	
Moulmein-Myawaddy railway	B. ...	Battery point, north of Moulmein, to Myawaddy.	Surveyed in 1907.	3′ 3⅜″	78	100·19	
Moulmein-Ye Railway ...	B. ...	Battery point, north of Moulmein, to Ye.	Surveyed in 1906.	3′ 3⅜″	94	83·32	
Pegu-Syriam railway ...	B. ...	Pegu to Syriam ...	Surveyed in 1904-1905.	3′ 3⅜″	67	53·30	
Pyinmana-Magwe railway...	B. ...	Pyiwin to Taungdwingyi... and Taungdwingyi to Myingin (near Magwe).	Surveyed in 1907-1908.	3′ 3⅜″	69 51	49·74 40·95	Proposed in 1905 as a famine relief work. The Pyinmana Minbyin section, 29 miles long, re-surveyed in 1911, as a light line and estimated to cost Rs. 13·73 lakhs.
Shwebo-Thabeitkyin railway	B. ...	Shwebo to Thabeitkyin *viâ* Letkobin,	Surveyed in 1899.	3′ 3⅜″	30	14·43	Projected to tap Kabwe collieries and ruby mine district. Collieries served by first section to Letkobin (23 miles). Cost 9·94 lakhs.
Shwebo-Yeu Light railway	B. ...	Shwebo to Yeu ...	Surveyed in 1907.	3′ 3⅜″	22	...	Projected to serve country to be irrigated by Shwebo and Yeu canals.
Ta Hapalai-Nam Pai railway	B. ...	Ta Hapalai (on Lashio Branch) to Nam Pai (on Burma Mines Light railway).	Surveyed in 1910.	3′ 3⅜″	26	17·63	

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.

APPENDIX 10—*contd.*

Railways and tramways projected up to the 31st March 1916.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
CENTRAL INDIA.							
Barwaha-Bodeli Light railway.	B. B. & C. I.	Barwaha to Bodeli ...	Surveyed in 1906.	2′ 6″	163	61·15	Construction of Bodeli-Chota Udaipur section (24 miles) sanctioned, and of Chota-Udaipur-Kuksi section under consideration.
Bir-Bhopal railway ...	G. I. P. ...	Bir to Bhopal ...	Re-surveyed in 1912-13.	5′ 6″	107	276·78	Estimate is for double line without rolling-stock. Proposed as alternative to doubling the Itarsi-Bhopal section, shortening through mileage.
Indore-Dohad railway ...	B. B. & C. I	Indore to Dohad or Anas...	Not ...	5′ 6″	120	...	Proposed by Indore Durbar.
Khandwa-Barwani railway	G. I. P. ...	Khandwa to Barwani ...	Not ...	2′ 6″	100	...	(*a*) New project.
Mirzapur-Maihar chord railway.	...	(See under United Provinces.)	...	...	...	...	
Rewah-Sutna railway ...	E. I ...	Rewah to Sutna ...	Re-surveyed in 1912.	2′ 6″ 5′ 6″	32	10·27 18·60	(*a*) Cost of 2′ 6″ with 5′ 6″ gauge formation 13·66 lakhs.
CENTRAL PROVINCES.							
Amraoti-Sonnair railway ...	G. I. P. ...	Amraoti to Narkher, *vid* Morsi.	Surveyed in 1906-1907.	5′ 6″	70	65·70	The Itarsi-Nagpur railway supersedes the section from Narkher to Sonnair.
Belharshah extension railway	...	(See under Hyderabad)	...	...	...	...	
Bilaspur-Mungeli-Mandla railway.	B. N. ...	Bilaspur to Cheraidongri...	Surveyed in 1905-1908.	2′ 6″	153	101·74	
Bir-Bhopal railway ...	...	(See under Central India.)	...	...	...	...	
Borkhedi-Hinganghat railway.	G. I. P. ...	Borkhedi to Hinganghat ...	Surveyed in 1906-1907.	5′ 6″	26	20·91	Chord between the North-East line and the Wardha coal branch.
Dhamtari-Bastar-Salur railway.	B. N. ...	Dhamtari to Salur, *vid* Bastar, comprising—					Reconnaissance survey made in 1912. Detailed survey for a line from Drug *vid* Bastar and Jeypur to Kottavalasa sanctioned.
		(1) Dhamtari to Jagdalpur					
		by (*a*) Western route ...			182	51·28	
		by (*b*) Central route			152	49·04	
		by (*c*) Eastern route *vid* Kondagaon.	Not ...	2′ 6″	145	45·35	
		by (*d*) Eastern route direct			187	43·30	
		(2) Jagdalpur to Jeypur ...			52	13·31	
		(3) Jeypur to Salur ...			117	73·41	
Khamgaon-Chickhli railway	G. I. P. ...	Khamgaon to Chickhli ...	Surveyed in 1915.	2′ 6″ 5′ 6″	30	23·88 32·20	(*a*)
Khandwa-Akola-Hingoli railway.	B. B. & C. I.	Khandwa to Hingoli, *vid* Akola and Basim, comprising—					Line forms part of North and South 3′ 3⅜″ gauge connection. Construction by State proposed.
		(1) British Section, Khandwa to Painganga.	Re-surveyed in 1911-12.	3′ 3⅜″	168	148·01	
		(2) Hyderabad Section, Hingoli to Painganga.			17	12·29	
Lafa Coal Fields extension railway.	B. N. ...	Bilaspur to Donganara ...	Surveyed 1914	5′ 6″	22	12·50	
Lohardaga extension ...	...	(See under Bihar and Orissa)	...	...	...	...	
Malkapur-Mehkar railway...	G. I. P. ...	Malkapur to Mehkar *vid* Buldana and Chikhli.	Not ...	...	62	...	(*a*) New Projects. Reconnaisance proposed.
Moigaon-Mehkar railway ...	G. I. P. ...	Moigaon to Mehkar *via* Buldana and Chikhli	Not ...	...	73	...	(*a*) Alternative routes.
Murtajapur-Ellichpur railway extension.	M. E. ...	Ellichpur to Chandur Bazar	Not ...	2′ 6″	18	...	Survey sanctioned.
Murtajapur-Yeotmal railway extensions.	M. Y. ...	(1) Yeotmal to Wun ...			66		
		(2) Darwa to Pusad ...	Not ...	2′ 6″	32	...	(*a*) Survey sanctioned.
		(3) Takli to Edlabad ...			30		
Pachora Jamner extension railway.	G. I. P. ...	See "Moigaon-Mehkar railway."	...	...	...	...	
Rajahmundry-Sironcha railway.	M. & S. M	Rajahmundry to Sironcha direct,	Surveyed in 1909-1910.	5′ 6″	209	367·96	
		or *Vid* Gokavaram ...			215	367·84	
Sambalpur-Khurda railway	...	(See under Bihar and Orissa)	...	...	...	...	

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.

APPENDIX 10—*contd.*

Railways and tramways projected up to the 31st March 1916.

Name of project. Projects are arranged under provinces in which situated	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
HYDERABAD.							
Balharshah extension railway	G. I. P. & N. G. S.	Balharshah to Kazipet, *vid* Sirpur, Tandur and Pedapali.	Re-surveyed in 1910.	5′ 6″	149	(*b*)151·97	This project supersedes the earlier Eastern and Western routes between Bellarpur and Warangal.
		Bellarpur to Sironcha ...	Surveyed in 1904-1905	2′ 6″	107	42·26	
Khamgaon-Chikhli railway...	...	(See under Central Provinces.)	...	...	...	...	
Khandwa-Akola-Hingoli railway.	...	(See under Central Provinces.)	...	...	...	...	
Takli-Edlabad railway ...	...	(See under Central Provinces.)	...	...	...	...	
Secunderabad-Gadag railway	N. G. S.	Secunderabad to Gadag *vid* Raichur.	Surveyed in 1913-14.	3′ 3⅜″	292	217·62	Secunderabad-Gadwal section (length 117 miles) sanctioned for construction.
KASHMIR.							
Sarai Kala-Abbottabad-Srinagar railway.	...	(See under Punjab.) ...	...	...	...	...	
MADRAS.							
Ammayanayakkanur-Uttamapalaiyam railway.	S. I. ...	Ammayanayakkanur to Uttamapalaiyam.	Surveyed in 1906.	3′ 3⅜″	61	...	
Attur-Chinna Salem-railway.	S. I. ...	Attur to Chinna Salem ...	Surveyed in 1913-14.	3′ 3⅜″	20	8·86	
Bangalore-Hosur railway ...	...	(See under Mysore) ...	...	...	...	...	
Bezwada-Jaggiapett railway	M. & S. M.	Bezwada to Jaggiapett ...	Not ...	5′ 6″	54	43·50	
Cocanada-Kotipalle railway	M. & S. M.	Cocanada to Kotipalle *via* Aratla-katla, Karapa, Velangi and Ramachandrapuram.	Not ...	3′ 3⅜″	42	...	Survey sanctioned.
Cuddalore-Vriddhachalam railway.	S. I. ...	Cuddalore to Vriddhachalam	Surveyed in 1905.	3′ 3⅜″	34	...	
Dhamtari-Bastar-Salur railway.	...	(See under Central Provinces.)	...	...	...	...	
Dhanushkodi-Talaimanaar railway.	S. I. ...	Dhanushkodi to Talimanaar	Not ...	3′ 3⅜″	22	110·91	Preliminary survey made in 1913. Will connect India with Ceylon.
Dindigul-Palghat railway ...	S. I. ...	Dindigul to Palghat, *vid* Palni, Pollachi and Kollengode.	Surveyed in 1903-1904 and 1905-1906.	3′ 3⅜″	108	75·50	(*a*) Pollachi-Palghat section re-surveyed in 1915-16.
Erode-Satyamangalam railway.	S. I. ...	Erode to Satyamangalam...	Surveyed in 1909-1911.	3′ 3⅜″	41	18·31	Proposed by Coimbatore District Board. Is a part of Nanjangud-Erode railway.
Gopalpur-Russelkonda railway.	B. N. ...	Gopalpur to Russelkonda *vid* Berhampur.	Not	2′ 6″ 5′ 6″	76	...	Proposed by District Board of Ganjam. Survey sanctioned.
Gudivada-Nidadavolu railway.	M. & S. M.	(i) Gudivada to Bhimavaram. (ii) Nidadavolu to Narsapur *vid* Bhimavaram.	Surveyed in 1913.	5′ 6″ 3′ 3⅜″ 5′ 6″	41 47	35·30 25·14 45·94	Proposed by District Board of Kistna.
Guntur-Macherla Railway...	M. & S. M.	Guntur to Macherla *via* Sattenapalle, Gurzala and Rentachintala.	Not ...	3′ 3⅜″	79	...	New project. Survey sanctioned.
Hassan-Mangalore railway...	...	(See under Mysore) ...	...	...	...	...	
Jayankonda Sholapuram-Trichinopoly railway.	S. I. ...	Jayankonda Sholapuram to a point on the Panruti-Trichinopoly railway, as close as possible to Trichinopoly.	Not ...	3′ 3⅜″	50	...	New project. Survey sanctioned.
Kalikiri-Rayachoti railway...	M. & S. M.	Kalikiri (or Piler) to Rayachoti.	Surveyed in 1899-1900.	3′ 3⅜″	34	10·76	
Kanivihalli-Swamihalli Tramway.	M. & S. M.	Kanivihalli to Swamihalli	Not ...	...	15	...	Survey sanctioned.
Karaikudi-Arantangi railway	S. I. ...	Karaikudi to Arantangi ...	Surveyed in 1910.	3′ 3⅜″	18	8·79	Alternative to Devakota-Arantangi branch of the Trichinopoly-Rammad railway.
Kavali-Udayagiri railway ...	M. & S. M.	Kavali to Udayagiri ...	Surveyed in 1908.	2′ 6″	51	15·96	
Kottur-Harihar railway ...	M. & S. M.	Kottur to Harihar ...	Not ...	3′ 3⅜″	40	...	Survey sanctioned.

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.
(*b*) Excluding rolling-stock.

APPENDIX 10—*contd.*

Railways and tramways projected up to the 31st March 1916.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
MADRAS—*contd.*					Miles.	Lakhs of rupees.	
Madura-Bodinayakkanur railway.	S. I. ...	Madura to Bodinayakkanur *vid* Theni.	Surveyed in 1913-14	3′ 3⅜″	55	25·78	Proposed by District Board of Madura.
Mangalore-Panemangalore railway.	S. I. ...	Mangalore to Panemangalore	Not ...	3′ 3⅜″ 2′ 6″	16	...	New Project. Survey sanctioned.
Mannargudi-Tiruturaipundi railway.	S. I. ...	Mannargudi to Tiruturaipundi.	Surveyed in 1913.	3′ 3⅜″	16	10·52	
Mysore-Tellicherry railway	M. & S. M.	Mysore to Tellicherry ...	Surveyed in 1899-1900.	2′ 6″	145	81·00	
Nandyal-Atmakur railway...	M. & S. M.	Nandyal to Atmakur, *vid* Velgode.	Surveyed in 1909	3′ 3⅜″	30	14·87	Surveyed on behalf of the District Board of Kurnool.
Nanjangud-Erode railway ...	...	(See under Mysore). ...	...	...	...	...	
Ottapalem-Kanigiri railway.	M. & S. M.	Ottapalem to Kanigiri *vid* Singarayakonda	Not ...	3′ 3⅜″	45	...	New project. Survey sanctioned.
Padalam (or Madurantakam)-Arni railway.	M. & S. M.	Padalam or Madurantakam alternatively to Arni.	Not ...	3′ 3⅜″	60	...	Reconnaissance sanctioned.
Palakod-Karur railway ...	S. I. ..	Palakod to Karur, *vid* Salem or to Samayapuram *vid* Namakkal.	Not ...	3′ 3⅜″	...	...	Reconnaissance sanctioned.
Palakodu-Krishnagiri railway.	S. I. ...	Palakodu to Krishnagiri *vid* Kaveripatram.	Not ...	2′ 6″	...	...	New project.
Palni-Satyamangalam railway.	...	Palni to Satyamangalam, with a branch from Satyamangalam to Mettupalaiyam.	Surveyed in 1903-1904.	3′ 3⅜″ 3′ 3⅜″	84 17	84·33 25·03	
Parlakimedi-Gunupur railway.	B. N. ...	Parlakimedi to Gunupur .	Surveyed in 1910-1911.	2′ 6″	32	8·29	Surveyed at the instance of the Parlakimedi State.
Parvatipur-Gunupur railway.	B. N. ...	Parvatipur to Gunupur ...	Not ...	5′ 6″ 2′ 6″	35	...	Survey sanctioned.
Ramnad-Kilakkarai railway	S. I. ...	Ramnad to Kilakkarai ...	Surveyed in 1909-1910.	3′ 3⅜″	11	3·35	Surveyed on behalf of the District Board of Madura.
Ramnad-Virudupatti railway	S. I. ...	Ramnad to Virudupatti ...	Surveyed in 1909.	3′ 3⅜″	66	27·89	(*a*)
Rajahmundry-Sironcha railway.	...	(See under Central Provinces).	...	...	...	...	
Repalle-Visweswaram railway.	M. & S. M.	Repalle to Visweswaram ...	Surveyed in 1915.	5′ 6″	6	5·19	
Salem-Attur railway ...	S. I. ...	Salem to Attur ...	Surveyed in 1909-10.	3′ 3⅜″	33	16·74	Proposed by District Board of Salem; estimates revised in 1916.
Tanjore-Tiruvadi railway ...	S. I. ...	Tanjore to Tiruvadi ...	Surveyed in 1913.	3′ 3⅜″	9	11·56	Proposed by Tanjore District Board.
Tirupatti (Renigunta)-Madras railway.	M. & S. M.	(i) Tirupatti to Madavaram.	Surveyed in 1913.	3′ 3⅜″	69	50·93	
		(ii) Madavaram to Madras Beach with branches from			7	6·29	
		(*a*) Madavaram to Ayanavaram.			4	3·93	
		(*b*) Ayanavaram to Salt Cotaurs or alternatively.			8	3·55	
		(*c*) Ayanavaram to Chutput.			3	3·16	
Trichinopoly-Panruti railway	S. I. ...	Trichinopoly to Panruti *vid* Srirangam, Tirupattur, Parambalur, Volcondah, Parlore and Adiyur.	Surveyed in 1907.	3′ 3⅜″	95	107·20	Cost of a low grade line 84·60 lakhs.

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.

APPENDIX 10—*contd.*

Railways and tramways projected up to the 31st March 1916.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
MADRAS—*concld.*							
Trichinopoly-Ramnad railway	S. I. ...	Trichinopoly to Ramnad, with branch from Devakota to Arantangi.	Surveyed in 1909.	3′ 3⅜″	108 26	54·23 17·34	Concession granted for construction of Trichinopoly-Puddukotai section (32 miles).
Ulundurpettai-Chinna Salem railway.	S. I. ...	Ulundurpettai to Chinna Salem.	Surveyed in 1909.	3′ 3⅜″	32	13·52	Proposed by District Board of South Arcot.
Valparai extension Tramway	...	Terminus of the existing Cochin tramway to Valparai.	Not ...	3′ 3⅜″	15	...	New project. Survey sanctioned.
Virudupati-Tenkasi railway	S. I. ...	Virudupati to Tenkasi, *vid* Sivakasi.	Surveyed in 1912.	3′ 3⅜″	76	30·39	(*a*)
Vizianagram-Vizagapatam railway.	B. N. ...	Vizianagram to Vizagapatam *vid* Bimlipatam.	Not ...	5′ 6″	38	...	Survey sanctioned.
Yerragudipad-Nandyal railway.	M. & S. M.	Yerragudipad to Nandyal...	Surveyed in 1908-1909.	3′ 3⅜″	71	40·85	
MYSORE.							
Bangalore-Hosur railway ...	M. & S. M.	Bangalore to Hosur, *vid* Attibala or *vid* Bannerghatta.	Resurveyed in 1914.	2′ 6″	29 31	13·23 12·72	Proposed by Mysore Durbar. Route *vid* Bannerghatta preferred.
Dodbele-Kolar Gold-fields railway.	M. & S. M.	Dodbele to Kolar Gold-fields.	Surveyed in 1907.	3′ 3⅜″	72	...	
Hassan-Mangalore railway	...	Hassan to Mangalore ...	Surveyed in 1913.	2′ 6″ 3′ 3⅜″	107 110	82·96 177·80	Proposed by Mysore Durbar.
Mysore-Tellicherry railway		(See under Madras) ...	...	...	...	...	
Nanjangud-Erode railway ...	M. & S. M.	Nanjangud to Erode with a branch from Kottamangalam to Mettupalaiyam.	Surveyed in 1909-1911.	3′ 3⅜″	119 23	109·67 13·59	33·7 miles in Mysore. The Durbar do not propose to construct this section till the British section is put in hand.
NORTH-WEST FRONTIER PROVINCE.							
Kulachi-Dera Ismail Khan railway.	N. W. ...	Kulachi to Dera Ismail Khan.	Not ...	2′ 6″	27	12·62	Reconnoitred in 1914.
Mardan-Charsadda railway	N. W. ...	Mardan to Charsadda ...	Surveyed in 1914.	2′ 6″	17	7·41	(*a*)
Mardan-Swabi railway ...		Mardan to Swabi ...	Surveyed in 1914.	2′ 6″	29	16·62	(*a*)
Sarai Kala-Abbottabad-Srinagar railway.	...	(See under Punjab) ...	...	...	...	...	
Trans-Indus railway ...	N. W. ...	Kohat to Bannu ...	Surveyed in 1909.	2′ 6″	79	60·57	
PUNJAB.							
Baijnath-Nurpur railway ...	...	Baijnath to Nurpur ...	Not ...	2′ 6″	70	...	(*a*) Reconnaissance sanctioned. This will be an extension of Pathankot-Nurpur railway.
Bari Doab railway ...	N. W. ...	(1) Lahore to Gurdaspur *viâ* Ajnala.	Not ..	2′ 6″	75	...	(*a*) Survey sanctioned.
		(2) Ajnala to Amritsar ...			17	...	
		(3) Gurdaspur to Butari ...			37	...	
		(4) Butari to Hasike Pattan.			42	...	
Batala-Dehrananak railway	N. W. ...	Batala to Dehrananak ...	Surveyed in 1913.	5′ 6″	18	15·37	

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.

APPENDIX 10—*contd.*

Railways and tramways projected up to the 31st March 1916.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
PUNJAB—*contd.*					Miles.	Lakhs of rupees.	
Dhak branch railway ...	N. W. ...	(i) Dhak to Tajuwala direct	Surveyed in 1906-07.	5′ 6″	11	(*b*)4·97	To serve coal mines.
		(ii) Dhak to Tajuwala *vid* Katha.	Surveyed in 1909.		15	(*b*)7·86	
Jagadhri Light railway extension.	J. L. ...	Jagadhri Town to Sadhaura *vid* Chachrauli and Bilaspur.	Not ...	2′ 0″	...	...	Proposed by Jagadhri Light Railway Company.
Kalka-Baijnath railway ...	E. I. ...	Kalka to Baijnath with branches.			170	158·45	
		(1) Mandi to Kulu ...	Not ...	2′ 6″	42	49·15	Reconnoitred in 1912.
		(2) Nalagarh to Ropar			16	11·90	
Karnal-Kaithal-Nabha railway.	E. I. ...	Karnal to Nabha, *vid* Kaithal	Not ...	5′ 6″	70	56·00	
Lahore-Patti railway ...	N. W. ...	See "Bari Doab Railway."	...	...	...	...	
Nankana-Changa Manga-Pak Patan railway.	N. W ...	Nankana *vid* Bulloke to Changa Manga.	Surveyed in 1913.	2′ 6″	96	45·60	
		Changa Manga *vid* Chunian Hujra and Dipalpur to Pak Patan.					
Pathankot-Bakloh railway...	N. W. ...	(i) Pathankot to Katlu *vid* Nurpur.	Surveyed in 1913.	2′ 6″	32	53·41	Alternative to Pathankot-Nurpur.
		(ii) Pathankot to Katlu *via* Dunera.			27	43·94	
Pathankot-Nurpur-Guler railway.	N. W. ...	(i) Pathankot to Nurpur ...	Surveyed in 1912.	5′ 6″	14	12·58	(*a*) Being further investigated.
		(ii) Gareli on (*i*) to Guler or to Nagroteh	Not ...	2′ 6″	30	25·20	Reconnoitred in 1915.
					25	22·54	
Patiala feeder railways ...	...	(i) Patiala to Dhand *vid* Pihewa.	Not ...	2′ 6″	36	...	Proposed by Patiala Durbar. Survey sanctioned.
		(ii) Sirhind to Ropar *vid* Sanghol.			26	...	Extension as far as Kalka is under consideration.
		(iii) Patiala to Sirhind ...			20	...	
		(iv) Samana to Mansa *vid* Sonam.			...	...	
		(v) Samana to Ghuram ...			20	...	
		(vi) Mansa to Tapa ...			21	...	
		(vii) Tapa to Badhaur ...			14	...	
		(viii) Sonam to Barnala ...			...	...	
		(ix) Samana to Chhintanwala.			18	...	
		(x) Chhintanwala to Amargarh.			...	...	
		(xi) Doraha to Pael Narnaul-Dadri ...	Not ...	3′ 3⅜″	39	...	Proposed by Patiala Durbar. Survey sanctioned.
Patiala-Jakhal railway ...	N. W. ...	Patiala to Jakhal ...	Surveyed in 1906.	5′ 6″	54	34·00	Proposed by Patiala Durbar.
				3′ 3⅜″		24·83	
Punjab Canal Colony railways (*c*).	N. W. ...	(i) Raewind to Sangla Hill.	Not ...	5′ 6″	...	...	Survey sanctioned.
		(ii) Sangla Hill to Khushab.					
		(iii) Gujranwala to Lyallpur		2′ 6″	94	40·00	Preliminary survey made.
		(iv) Bajla to Tandlianwala		2′ 6″	32	...	Survey sanctioned. Alternative to Lyallpur-Tandlianwala.
		(v) Jaranwala to the Ravi bridge near Thatta Nana Dogar.		2′ 6″	39	...	Survey sanctioned.
		(vi) Jaranwala to Lyallpur		2′ 6″	...	9·80	Preliminary survey made.

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.
(*b*) Excluding rolling-stock.
(*c*) The whole question of railway extension in this area including the question of gauge is under consideration.

APPENDIX 10—*contd.*

Railways and tramways projected up to the 31st March 1916.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
PUNJAB—*concld.*					Miles.	Lakhs of rupees.	
Punjab Canal Colony railways. (*b*) (*concld*).	N. W. ...	(vii) Lyallpur to Chiniot ...	Not ...	2′ 6″	25	12·31	Preliminary survey made.
		(viii) Chiniot to Bhagtanwala.		2′ 6″	23	...	Survey sanctioned.
		(ix) Sargodha to Gujrat ...		2′ 6″	94	48·31	Preliminary survey made.
		(x) Gujrat to Lukanwal ...		2′ 6″	15	...	Survey sanctioned.
		(xi) Sargodha to Bhera ...		2′ 6″	34	...	Survey sanctioned. Alternative to Shahpur-Bhera.
		(xii) Chiniot to Jhang ...	Surveyed in 1906.	5′ 6″	51	33·00	Estimates revised in 1911.
		(xiii) Sargodha to Jehania Shah *vid* Sahiwal.	Not ...	2′ 6″	...	...	
		(xiv) Lyallpur to Jhang ...		2′ 6″	...	...	
		(xv) Jhang to Montgomery *vid* Gojra, Summudri and Gogera.		2′ 6″	...	...	
		(xvi) Montgomery to Pak Pattan.		2′ 6″	...	...	
		(xvii) Montgomery to Jehania.		2′ 6″	...	...	
		(xviii) Muzaffargarh to Alipur.		2′ 6″	...	...	
Rajpura-Malla railway ...	N. W. ...	Rajpura to Malla *vid* Chandigarh.	Not ...	5′ 6″	...	...	Proposed by Patiala Durbar.
Rohtak-Gohana railway ...	S. P. ...	Rohtak to Gohana ...	Not ...	5′ 6″ 2′ 6″	20	11·94 8·00	Reconnoitred.
Sarai Kala-Abbottabad-Srinagar railway.	N. W. ...	Saraikala to Srinagar, *vid* Abbottabad. (Comprises the following sections).					
		(i) Saraikala to Abbottabad.	Resurveyed in 1907-1909.	5′ 6″	51	87·76	Sarai Kala-Havelian portion of the line constructed on the 5′ 6″ gauge. Re-survey of the Havelian-Abbottabad portion of the line sanctioned.
		(ii) Abbottabad to Garhi Habibulla.		5′ 6″	28	77·39	
		(iii) Garhi Habibulla to Kashmir frontier.	Surveyed in 1892-1893.	5′ 6″	4	10·41	
		(iv) Kashmir frontier to Domel.		5′ 6″	5	27·24	
		(v) Kashmir frontier to Srinagar.		3′ 3⅜″	109	157·89	
Shahdara-Narowal railway...	N. W. ...	Shahdara to Narowal ...	Surveyed in 1915.	5′ 6″	48	31·87	(*a*)
Sialkot-Morala railway ...	N. W. ...	Sialkot to Morala ...	Not ...	5′ 6″	13	...	(*a*) Survey sanctioned.
Sirhind-Kotkapura railway	D. U. K.	Sirhind to Kotkapura *vid* Malerkotla and Bhadaur.	Not ...	2′ 6″	...	...	Proposed by Malerkotla Durbar.
RAJPUTANA.							
Baran-Marwar railway ...	B. B. & C. I.	Baran to Marwar ... or Baran to Nasirabad ... with Jehazpur to Paondero Branch.	Surveyed in 1898-1899.	3′ 3⅜″	213 153 71	136·67 96·12 31·63	Baran-Kotah section (41 miles) has been constructed on 5′ 6″ gauge, and construction of Kotah-Marwar (or Nasirabad) section under consideration.
Beawar-Todgarh railway ...	B. B.& C I.	Beawar to Todgarh ...	Not ...	3′ 3⅜″	42	...	(*a*) New project. Consideration postponed for the present.
Dholpur-Rajakhera Extension railway.	B. B. & C. I.	Dholpur to Rajakhera ...	Surveyed in 1910-1911.	2′ 6″	23	...	Proposed by Dholpur Durbar.
Jaipur-Loharu railway ...	J. S. M ...	Jaipur to Surajgarh *vid* Reengus, Sikar, Jhunjhnu and Chirawa.	Not ...	3′ 3⅜″	135	...	Proposed by Jaipur Durbar. Survey sanctioned, Jaipur-Reengus (36 miles) and Reengus-Sikar (33 miles) section under construction.
Karauli branch railway ...	B. B. & C. I	Gangapur to Karauli ...	Not ...	...	25	...	Proposed by Karauli Durbar as a famine relief work.

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.
(*b*) The whole question of railway extension in this area including the question of gauge is under consideration.

APPENDIX 10—*contd.*

Railways and tramways projected up to the 31st March 1916.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
RAJPUTANA.—*concld.*							
Kotah Feeder railways ...	G. I. P. & B. B. & C. I.	(i) Baran to Darah *vid* Sangod. (ii) Baran to Etawa ... (iii) Sangod to Arnia ... (iv) Arnia to Manoher Thana (v) Arnia to Shri Chatterpura.	Not	2′ 6″	170	...	Survey sanctioned.
Mauli-Nathdwara railway ...	U. C. ...	Mauli to Nathdwara ...	Surveyed in 1896.	3′ 3⅜″	15	4·73	
Modassa-Dungarpur railway.	...	From a point on the Modassa extension of the Nadiad Kapadvanj railway to Dungarpur.	Not ...	2′ 6″	...	...	Reconnaissance sanctioned.
Sri Madhopur-Borawar chord railway.	B. B. & C. I.	Sri Madhopur to Borawar	Not ...	3′ 3⅜″	...	...	
Sri Madhopur-Sikar railway	B. B. & C. I.	Sri Madhopur to Sikar ...	Surveyed in 1900.	3′ 3⅜″	31	8·69	
UNITED PROVINCES.							
Auriya-Pokhrayan railway	G. I. P. ...	Auriya to Pokhrayan ...	Not ...	2′ 6″	30	...	(*a*)
Auriya-Phaphund railway...	E. I. ...	Auriya to Phaphund ...	Surveyed in 1907.	5′ 6″	13	8·88	(*a*)
Bellraien-Dhaurahra railway	R. & K. ...	Bellraien to Dhaurahra ...	Surveyed in 1913-14.	3′ 3⅜″	32	15·29	
Dehra-Rajpur railway ...	O. & R. ...	Dehra to Rajpur	Surveyed in 1912.	5′ 6″	8	11·19	
Dibai-Kasganj railway ...	O. & R. ...	Dibai to Kasganj ...	Surveyed in 1912.	5′ 6″	37	32·79	
Etawah-Farukhabad railway	E. I. & B. B. & C. I.	Etawah to Farukhabad ...	Not ...	2′ 6″	50	...	(*a*)
Fatehpur-Markundi chord railway.	E. I. ...	Fatehpur to Markundi alternatives.	Surveyed in 1900-1901.		72	98·46	
		(i) Fatehpur to Karwi ...		5′ 6″	52	72·59	
		(ii) Khaga to Manikpur ...			57	85·98	
Garhmuktesar-Tundla railway.	O. & R. ...	Garhmuktesar to Tundla *vid* Dibai, Kasganj and Etah.	Not ...	2′ 6″	125	...	(*a*)
Garhwal district railway ...	O. & R. ...	See "Remarks" ...	...	...	...	...	New project. Reconnaissance in the area lying to the north east of the Najibabad-Moradabad section of the Oudh and Rohilkhand Railway sanctioned with a view to framing proposals for a system of light railway or tramway lines branching out from Kalagarh into the Patli-Dun, Palain and Sousuadi Valley, in the Lansdowne and Ramnagar forest divisions and ascertaining the best method of providing railway communication with Kalagarh.
Gorakhpur and Champaran districts railways.	B. & N. W.	(i) Captainganj to Thunthibari *vid* Maharajganj.	Not ...	3′ 3⅜″	42	...	Survey sanctioned.
		(ii) Captainganj to Bhatni			42	...	
		(iii) Maharajganj to Nautanwa *vid* (*a*) Pharenda or (*b*) Bridgmanganj.			44	...	
		(iv) Bagaha to Tribeni ...			24	...	
Hardoi-Sandi branch railway	O. & R. ...	Hardoi to Sandi ...	Surveyed in 1902	5′ 6″	14	3·62	(*a*)
Harpalpur-Nowgong railway	G. I. P. ...	Harpalpur to Nowgong ...	Not ...	2′ 6″	82	...	(*a*)
Harpalpur-Sumerpur railway	G. I. P. ...	Harpalpur to Sumerpur *vid* Rath.		2′ 6″			
Jaunpur-Sultanpur railway	O. & R. ...	Jaunpur to Sultanpur ...	Not ...	2′ 6″	55	...	(*a*)
Karwi-Rajapur railway ...	G. I. P. ...	Karwi to Rajapur direct or	Surveyed in 1906-1907.	5′ 6″	19	7·76	(*a*) Government of United Provinces favour the route *vid* Pahari.
		vid Pahari			21	8·42	

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.

APPENDIX 10—*concld.*

Railways and tramways projected up to the 31st March 1916.

Name of project. Projects are arranged under Provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
UNITED PROVINCES—*concld.*					Miles.	Lakhs of rupees.	
Kasganj-Agra railway ...	R. & K. ...	Kasganj to Agra *via* Etah.	Surveyed in 1913-14.	3′ 3⅜″	75	46·61	Project estimates under consideration.
Kasganj-Delhi railway ...	R. & K. & E. I. R.	Kasganj to Delhi *vid* Atrauli, Bulandshahr and Okhla.	Not ...	3′ 3⅜″	125	...	
Kasganj-Rewari railway ...	R. & K. & B. B. & C. I.	Kasganj to Rewari *vid* Aligarh and Nuh with a branch from Nuh to Delhi.	Not ...	3′ 3⅜″	...	...	Reconnaissance sanctioned.
Kasipur-Kalagarh railway...	R. & K. ...	Kasipur to Kalagarh ...	Surveyed in 1912-13.	3″ 3⅜″	27	...	First 12 miles will cost 5·19 lakhs.
Kunch-Madhogarh railway...	G. I. P. ...	Kunch to Shankarpur *vid* Jalaon with Jalaon-Madhogarh Branch.	Surveyed in 1906.	5′ 6″	36 16	13·44 5·92	(*a*) Certain amount of earthwork done in 1906 as famine relief work. Present proposal is for a 2′ 6″ gauge line.
Lucknow-Sultanpur railway	O. & R. ...	Lucknow to Sultanpur ...	Surveyed in 1914.	2′ 6″	87	37·89	(*a*)
Meerut-Roorkee railway ...	O. & R. ...	Meerut to Roorkee with a branch from Gesupur to Garhmukhtesar.	Surveyed in 1915.	2′ 6″	85 23	36·30 9·39	(*a*) (*a*)
Mirzapore-Maihar chord railway.	E. I. ...	Mirzapore to Maiha ...	Surveyed in 1903.	5′ 6″	140	155·00	
Moghalsarai-Bhabua Road railway.	E. I. ...	Moghalsarai to Bhabua Road *vid* Chakia.	Not ...	2′ 6″	56	...	Proposed by the Benares State. Survey sanctioned.
Rosa-Budaon-Hapur railway	O. & R. ...	(i) Rosa to Budaon ...	Surveyed in 1910-1911.	5′ 6″	73	93·09	(*a*) Is a realignment of the Tilhar-Budaon section of the "Tilhar-Hapur railway."
		(ii) Budaon to Babrala ...			54	60·27	
		(iii) Rajghat to Hapur with a branch to Bulandshahr.			69	69·24	
Tilhar-Budaon-Hapur railway	O. & R. ...	Tilhar to Hapur *vid* Budaon with a branch from Jehangirabad to Bulandshahr.	Surveyed in 1909. Surveyed in 1909.	5′ 6″ 5′ 6″	147 16	180·21	
Unao-Madhoganj railway ...	O. & R. ...	(i) Unao to Bangarman *vid* Safipur.	Surveyed in 1910-1911.	5′ 6″	30	24·73	(*a*)
		(ii) Unao to Bangarman *vid* Hyderabad.			38	29·24	
		(iii) Bangarmau to Madhoganj.			18	14·66	

(*a*) Proposals for construction under branch Line Terms have been received from private promoters.

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	I. Apparel including drapery, haberdashery, millinery, uniforms, accoutrements, boots and shoes.		II. Coal and coke carried for the public and foreign railways.		1. Raw.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
1	2	3	4	5	6	7	8	9
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*), (*e*), (*g*) & (*h*).	Bengal-Nagpur	632	14,043	3,351,846	1,05,37,888	21,147	3,01,708
2	(*a*) to (*e*) & (*m*) to (*r*).	Bombay, Baroda and Central India.	1,129	35,420	317,740	14,11,259	266,072	37,37,129
3	(*a*) to (*e*)	Eastern Bengal ...	1,940	23,945	1,220,249	13,23,369	2,997	15,271
4	(*a*) to (*c*)	East Indian	4,225	90,966	9,723,222	3,44,36,641	42,360	2,95,609
5	(*a*) to (*j*)	Great Indian Peninsula ...	2,948	75,710	1,647,140	76,49,050	528,347	1,13,86,551
6	(*a*) to (*m*)	Madras and Southern Mahratta	1,629	24,639	281,294	16,02,350	140,458	17,66,080
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	223	2,814	475,383	13,93,460	10,551	75,587
8	(*a*) to (*s*)	North Western ...	7,364	1,20,698	565,272	16,79,562	115,600	12,90,981
9	(*a*) to (*c*)	Oudh and Rohilkhand ...	2,424	26,896	209,363	5,30,213	18,040	94,477
10	(*a*) to (*l*)	South Indian	266	5,453	60,888	2,59,382	51,537	4,00,506
		3′ 3¾″ gauge.						
12	(*a*)	Assam-Bengal	312	3,165	88,705	1,95,395	6,070	52,530
13	(*a*) & (*b*)	Bengal and North-Western ...	891	12,289	170,889	3,80,730	4,192	30,168
14	(*a*) & (*b*)	Bengal Dooars	144	1,229	35,021	1,48,623	11	112
15	(*a*) & (*b*)	Bhavnagar State ...	142	817	21,331	28,649	21,718	82,295
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	793	12,640	166,113	3,48,685	119,483	8,98,970
16	(*a*) to (*c*)	Burma	1,298	25,201	24,853	2,77,017	6,219	38,576
18	(*a*) & (*b*)	Dibru-Sadiya	...	...	580,294	616,103	...	...
19	(*a*) to (*c*)	Gondal-Porbandar State ...	191	777	15,858	21,707	12,608	50,627
20	...	Jamnagar	3	12	142	—86	461	1,245
21	(*a*) to (*f*)	Jodhpur-Bikaner ...	405	4,014	21,340	21,681	17,504	53,243
22	...	Junagad State	101	481	5,022	1,456	10,377	38,654
23	...	Morvi	18	120	8,925	11,260	4,862	27,050
7	(*c*) to (*e*)	Nizam's Guaranteed State ...	144	2,783	25,074	97,149	51,898	6,50,979
26	(*a*) & (*b*)	Rohilkund and Kumaon ...	322	2,257	7,963	8,921	2,220	8,579
27	...	Udaipur-Chitorgarh ...	11	80	1,142	984	2,320	9,931
		Carried over ...	27,555	4,86,449	19,025,072	6,29,81,448	1,457,052	2,13,06,858

DIX 11.

earnings therefrom during the financial year 1915-16.

railway in India and is therefore not the same as the total production and imports.]

III.								
COTTON—*continued on following page.*								NUMBER.
2. MANUFACTURED.								
(*a*) Twist and yarn, European.		(*b*) Twist and yarn, Indian.		(*c*) Piece-goods, European.		(*d*) Piece-goods, Indian.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
10	11	12	13	14	15	16	17	18
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
4,339	35,449	23,248	3,09,577	11,614	1,61,885	14,759	2,37,436	1
850	26,816	14,618	2,29,121	27,401	9,09,872	26,285	4,37,717	2
733	6,947	5,706	42,193	24,314	2,97,576	4,822	41,102	3
847	20,705	17,424	1,84,786	54,817	13,34,823	15,176	2,10,771	4
16,273	2,71,990	24,587	3,45,321	63,848	15,12,102	36,296	6,31,359	5
13,026	1,27,008	20,165	2,21,925	23,588	3,07,680	14,022	2,00,279	6
5,157	53,596	3,097	39,104	3,980	54,502	1,231	15,236	7
544	9,405	11,080	1,88,105	30,765	8,61,607	48,626	9,63,275	8
204	1,590	9,232	81,628	12,362	89,355	9,017	78,759	9
4,317	45,478	17,134	1,69,038	12,736	1,81,866	6,877	81,186	10
382	1,986	753	4,075	3,324	23,664	898	6,397	12
84	933	6,090	83,445	20,562	2,10,140	7,487	90,700	13
8	56	74	531	577	5,269	201	2,212	14
...	...	1,945	7,009	197	700	1,503	7,510	15
289	7,932	13,515	2,57,602	16,817	2,87,681	30,363	7,62,829	2
1,336	24,057	2,986	63,336	9,544	1,65,885	534	10,697	16
...	...	...	...	...	...	...	...	18
3	11	1,466	3,920	146	705	1,486	5,056	19
341	1,122	5	8	223	884	7	18	20
6	14	2,211	15,864	2,249	23,697	4,963	33,129	21
...	...	289	845	134	596	547	2,443	22
1	4	91	403	166	875	381	1,956	23
576	9,960	1,223	22,148	1,099	17,304	1,625	25,236	7
1	2	1,658	7,646	3,432	26,860	1,028	6,939	26
...	...	63	493	250	1,932	316	2,461	27
49,317	6,45,061	178,640	22,78,123	324,145	64,77,454	228,450	38,54,703	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	I.		II.			
			Apparel including drapery, haberdashery, millinery, uniforms, accoutrements, boots and shoes.		Coal and coke carried for the Public and foreign railways.		1. Raw.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
1	2	3	4	5	6	7	8	9
		Brought forward ...	Tons. 27,555	Rs. 4,86,449	Tons. 19,025,072	Rs. 6,29,81,448	Tons. 1,457,052	Rs. 2,13,06,858
		2' 6" gauge.						
30	...	Arrah-Sasaram Light ...	1	2	1,385	1,677	3	15
31	...	Bangalore-Chik Ballapur Light	2	4	...	...	...	...
33	...	Baraset-Basirhat Light ...	...	...	...	...	...	...
34	...	Barsi Light	29	184	6,526	21,700	19,027	1,00,756
35	(a)	Bengal Provincial ...	...	...	551	732	...	...
36	...	Bukhtiarpur-Bihar Light ...	...	...	...	...	...	...
37	...	Burdwan-Katwa... ...	...	...	...	...	...	...
39	...	Champaner-Shivrajpur Light...	...	2	571	392	...	1
40	...	Cutch State	...	...	726	1,934	3,610	6,761
41	...	Dehri-Rohtas Light ...	...	...	11,753	17,753	...	...
42	...	Dholpur-Bari	1	5	98	60	1,366	3,758
45	...	Godhra-Lunavada ...	2	7	...	...	104	280
46	...	Jessore-Jhenidah ...	...	...	...	...	...	...
48	...	Kolar District	9	14	...	...	5	10
49	...	Madaya Light	...	...	...	...	...	Information
1	(d)	Mourbhanj State ...	1	2	173	320	13	21
50	...	Nadiad-Kapadvanj ...	1	7	246	328	471	1,538
1	(f)	Parlakimedi Light ...	...	...	280	149	...	1
26	(e)	Powayan Light ...	...	...	...	...	...	...
51	...	Shahdara (Delhi)-Saharanpur Light.	25	145	1,331	1,844	386	1,294
52	...	Tezpore-Balipara Light ...	...	...	10,191	26,548	22	116
		2' 0" gauge.						
53	(a) & (b)	Darjeeling-Himalayan ...	163	4,328	4,894	36,962	13	171
54	...	Gwalior Light ...	...	...	...	...	...	...
55	...	Howrah-Amta Light ...	...	...	...	...	...	...
56	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
57	...	Jagadhri Light ...	...	...	...	...	...	...
58	...	Jorhat (Provincial) ...	...	...	...	...	...	...
59	...	Kulasekarapatnam-Tissianvilla Light.	...	...	35	9	2	6
60	...	Tarikere-Narasimharajapura	...	...	...	...	...	...
		Total 1915-16 ...	27,789	4,91,149	19,063,832	6,30,91,856	1,482,074	2,14,21,581
		Total 1914-15 ...	24,263	4,59,829	18,475,440	5,64,49,795	1,334,339	1,75,80,708
		Increase ...	3,526	31,320	5,88,392	66,42,061	1,47,735	38,40,873
		Decrease ...	...	...	...	...	...	...

DIX 11—*contd.*

earnings therefrom during the financial year 1915-16.

railway in India and is therefore not the same as the total production and imports.]

III.								Number.
COTTON—*continued on following page.*								
2. Manufactured.								
(*a*) Twist and yarn, European.		(*b*) Twist and yarn, Indian.		(*c*) Piece-goods, European.		(*d*) Piece-goods, Indian.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
10	11	12	13	14	15	16	17	18
Tons. 49,317	Rs. 6,45,061	Tons. 178,640	Rs. 22,78,123	Tons. 324,145	Rs. 64,77,454	Tons. 228,450	Rs. 38,54,703	
...	...	22	67	133	385	49	173	30
2	3	24	56	7	21	23	76	31
...	...	...	...	...	...	...	...	33
72	322	245	1,258	484	2,874	565	2,877	34
1	2	...	...	12	21	...	...	35
...	...	...	...	...	...	...	...	36
...	...	...	...	...	...	...	...	37
...	...	...	1	7	11	43	113	39
95	315	...	...	139	451	...	...	40
...	...	...	...	3	5	...	...	41
...	...	15	43	15	54	16	74	42
...	...	15	67	20	74	56	266	45
...	...	...	...	...	...	...	...	46
2	4	34	55	121	158	70	145	48
not available.	...	...	...	...	...	...	...	49
...	2	90	219	50	127	...	1	1
...	...	67	195	18	70	83	309	50
...	...	231	253	31	39	20	26	1
...	...	...	...	...	...	...	...	26
...	...	13	57	835	4,431	138	509	51
...	...	...	...	...	...	...	...	52
...	...	133	2,803	726	10,829	167	3,194	53
...	...	...	...	...	...	...	...	54
...	...	...	...	...	...	...	...	55
...	...	...	...	...	...	...	...	56
...	...	...	...	...	...	...	...	57
...	...	...	...	...	...	...	...	58
...	...	1	1	...	...	...	...	59
...	...	...	...	...	...	...	...	60
49,489	6,45,709	179,530	22,83,198	326,746	64,97,004	229,670	38,62,466	
54,603	7,12,900	175,258	22,40,606	305,654	58,27,663	198,710	32,17,277	
...	...	4,272	42,592	21,092	6,69,341	30,960	6,45,189	
5,114	67,191	...	...	...	...	...	...	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	III—*concld.*				IV.	
			COTTON—*concld.*					
			2. Manufactured—*concld.*		Total.		Chemicals, excepting saltpetre.	
			(*e*) Others.					
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
19	20	21	22	23	24	25	26	27
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*), (*e*), (*g*) & (*h*).	Bengal-Nagpur	1,105	16,482	76,212	10,62,537	3,813	52,057
2	(*a*) to (*e*) & (*m*) to (*r*)	Bombay, Baroda and Central India.	1,070	25,544	336,296	53,66,199	1,755	35,793
3	(*a*) to (*e*)	Eastern Bengal	...	...	38,572	4,03,089	4,394	30,254
4	(*a*) to (*c*)	East Indian	2,784	73,243	133,408	21,19,937	11,383	1,63,530
5	(*a*) *to* (*j*)	Great Indian Peninsula ...	2,096	40,148	671,447	1,41,87,471	4,788	97,478
6	(*a*) to (*m*)	Madras and Southern Mahratta	1,754	24,371	213,013	26,47,343	6,996	70,562
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	196	2,317	24,212	2,40,342	442	4,350
8	(*a*) to (*s*)	North Western	2,988	57,799	209,583	33,71,172	6,381	1,16,681
9	(*a*) to (*c*)	Oudh and Rohilkhand ...	1,024	11,925	49,879	3,57,734	2,552	19,850
10	(*a*) to (*l*)	South Indian	1,143	13,647	93,744	8,91,715	3,341	39,205
		3′ 3¾″ gauge.						
12	(*a*)	Assam-Bengal	13	167	11,440	88,819	616	4,951
13	(*a*) & (*b*)	Bengal and North-Western ...	950	11,903	39,365	4,27,289	24,697	1,12,442
14	(*a*) & (*b*)	Bengal Dooars	...	...	871	8,180	1,141	15,316
15	(*a*) & (*b*)	Bhavnagar State	...	...	25,363	97,514	47	306
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	970	13,460	181,437	22,28,474	653	8,506
16	(*a*) to (*c*)	Burma	124	2,727	20,743	3,05,278	121	4,062
18	(*a*) & (*b*)	Dibru-Sadiya	262	2,933	262	2,933	...	...
19	(*a*) to (*c*)	Gondal-Porbandar State ...	69	90	15,778	60,409	65	287
20	...	Jamnagar	8	26	1,045	3,303	...	...
21	(*a*) to (*f*)	Jodhpur-Bikaner ...	255	1,971	27,188	1,27,918	622	4,867
22	...	Junagad State	...	...	11,347	42,538	21	87
23	...	Morvi	17	98	5,518	30,386	58	370
7	(*c*) *to* (*e*)	Nizam's Guaranteed State ...	18	275	56,439	7,25,902	92	1,071
26	(*a*) & (*b*)	Rohilkund and Kumaon ...	73	463	8,412	50,489	1,349	12,134
27	...	Udaipur-Chitorgarh ...	10	63	2,959	14,880	6	40
		Carried over ...	16,929	2,99,652	2,254,533	3,48,61,851	75,333	7,94,199

DIX 11—*contd.*

earnings therefrom during the financial year 1915-16.

railway in India and is therefore not the same as the total production and imports.]

V.								Number.
DRUGS.								
1. Intoxicating other than opium.		2. Non-intoxicating.				Total.		Main head.
		(*a*) Medicinal preparations.		(*b*) Others.				
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
28	29	30	31	32	33	34	35	36
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
17	474	...	...	2,771	34,959	2,788	35,433	1
14	322	411	11,995	1,472	26,249	1,897	38,566	2
...	...	396	6,550	1,612	24,812	2,008	30,962	3
55	1,444	875	33,010	3,162	63,396	4,092	97,850	4
89	2,497	701	18,751	3,437	60,902	4,227	82,150	5
90	1,189	1,013	20,414	6,232	68,865	7,335	90,468	6
9	65	61	929	814	6,843	884	7,837	7
374	8,015	1,160	30,737	7,299	1,15,879	8,833	1,54,631	8
78	1,921	289	5,157	968	10,822	1,335	17,900	9
549	3,016	457	14,106	4,590	39,690	5,596	56,812	10
...	2	158	3,248	10	161	168	3,411	12
85	1,441	127	2,102	1,518	17,031	1,730	20,574	13
...	...	52	785	3	23	55	808	14
...	...	43	244	37	192	80	436	15
22	399	177	2,518	1,609	28,683	1,808	31,600	2
...	...	460	12,105	506	7,032	966	19,137	16
...	...	...	...	162	1,583	162	1,583	18
1	6	46	295	15	62	62	363	19
...	...	26	170	18	62	44	232	20
19	275	40	659	718	5,387	777	6,321	21
...	...	25	151	87	358	112	509	22
...	...	59	369	...	...	59	369	23
...	...	12	140	113	1,268	125	1,408	7
33	452	38	303	654	5,446	725	6,201	26
...	1	4	56	19	130	23	187	27
1,435	21,519	6,630	1,64,794	37,826	5,19,335	45,891	7,05,648	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	III—*concld.*				IV.	
			Cotton—*concld.* 2. Manufactured—*concld.* (*e*) Others.		Total.		Chemicals, excepting saltpetre.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
19	20	21	22	23	24	25	26	27
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		Brought forward ...	16,929	2,99,652	2,254,533	3,48,61,851	75,333	7,94,199
		2′ 6″ gauge.						
30	...	Arrah-Sasaram Light ...	2	7	209	647	7	19
31	...	Bangalore-Chik Ballapur Light	2	7	58	163	...	...
33	...	Baraset-Basirhat Light ...	...	...	...	...	...	...
34	...	Barsi Light	134	930	20,517	1,09,017	51	186
35	(*a*)	Bengal Provincial ...	...	...	13	23	6	8
36	...	Bukhtiarpur-Bihar Light ...	...	...	...	...	...	...
37	...	Burdwan-Katwa... ...	...	...	...	...	...	...
39	...	Champaner-Shivrajpur Light	...	...	50	126	2	4
40	...	Cutch State	...	1	3,844	7,528	...	...
41	...	Dehri-Rohtas Light ...	...	...	3	5	...	...
42	...	Dholpur-Bari	...	...	1,412	3,924	...	...
45	...	Godhra-Lunavada ...	1	4	196	691	1	3
46	...	Jessore-Jhenidah ...	...	...	...	...	...	...
48	...	Kolar District ...	4	7	236	379	...	...
49	...	Madaya Light	...	...	...	...	...	Information
1	(*d*)	Mourbhanj State ...	2	6	155	376	5	14
50	...	Nadiad-Kapadvanj ...	2	6	641	2,118	34	86
1	(*f*)	Parlakimedi Light ...	...	...	282	319	9	21
26	(*c*)	Powayan Light... ...	...	...	...	...	...	...
51	...	Shahdara (Delhi)-Saharanpur Light.	2	8	1,374	6,299	11	51
52	...	Tezpore-Balipara Light ...	...	...	22	116	...	...
		2′ 0″ gauge.						
53	(*a*) & (*b*)	Darjeeling-Himalayan ...	28	587	1,067	17,584	15	399
54	...	Gwalior Light ...	...	...	...	...	...	...
55	...	Howrah-Amta Light ...	...	...	...	...	...	...
56	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
57	...	Jagadhri Light	...	...	...	...	...	...
58	...	Jorhat (Provincial) ...	...	...	...	...	...	...
59	...	Kulasekarapatnam Tissianvillai Light.	8	13	11	20	...	...
60	...	Tarikere-Narasimharajapura ..	...	...	...	...	...	...
		Total 1915-16 ..	17,114	3,01,223	2,284,623	3,50,11,186	75,474	7,94,990
		Total 1914-15 ...	15,577	2,60,524	2,084,141	2,98,39,674	66,772	7,03,967
		Increase ...	1,537	40,704	2,00,482	51,71,512	8,702	91,023
		Decrease ...	...	...	...	...	...	...

DIX 11—*contd.*

earnings therefrom during the financial year 1915-16.

railway in India and is therefore not the same as the total production and imports.]

V.								Number.
DRUGS.						Total.		
1. Intoxicating other than opium.		2. Non-intoxicating.						
		(*a*) Medicinal preparations.		(*b*) Others.				Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
28	29	30	31	32	33	34	35	36
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
1,435	21,519	6,630	1,64,794	37,826	5,19,335	45,891	7,05,648	
...	...	1	3	7	21	8	24	30
...	...	...	...	1	7	1	7	31
...	...	...	...	...	...	...	...	33
...	1	8	43	59	257	67	301	34
...	...	1	6	...	...	1	6	35
...	...	...	...	...	...	...	...	36
...	...	...	...	...	...	...	...	37
...	...	...	...	...	1	...	1	39
...	1	...	...	2	7	2	8	40
...	...	...	...	...	...	...	...	41
...	...	...	...	...	...	...	...	42
...	...	1	6	2	8	3	14	45
...	...	...	...	...	...	...	...	46
...	...	...	...	7	10	7	10	48
not available.	...	...	...	...	...	...	...	49
...	...	...	...	38	85	38	85	1
...	...	...	2	4	10	4	12	50
...	...	...	...	14	18	14	18	1
...	...	...	...	...	...	...	...	16
...	...	2	5	14	50	16	55	51
...	...	17	81	...	...	17	81	52
...	...	98	1,573	24	641	122	2,217	53
...	...	...	...	...	...	...	...	54
...	...	...	...	...	...	...	...	55
...	...	...	...	...	...	...	...	56
...	...	...	...	...	...	...	...	57
...	...	...	...	...	...	...	...	58
...	...	...	...	...	...	...	...	59
...	...	...	...	...	...	...	...	60
1,435	21,521	6,758	1,66,516	37,998	5,20,450	46,191	7,08,487	
1,310	20,087	6,505	1,64,579	33,171	4,44,301	40,986	6,28,967	
125	1,434	253	1,937	4,827	76,149	5,205	79,520	
...	...	...	...	...	...	...	...	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	VI—Dyes.					
			(1) Alizarine and auiline dyes.		(2) Cutch.		(3) Indigo.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
37	38	39	40	41	42	43	44	45
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*), (*e*), (*g*) & (*h*)	Bengal-Nagpur	38	1,287	969	9,528	170	6,430
2	(*a*) to (*e*) & (*m*) to (*r*)	Bombay, Baroda and Central India.	491	12,540	335	2,709	27	641
3	(*a*) to (*e*)	Eastern Bengal	...	...	447	4,504	42	500
4	(*a*) to (*c*)	East Indian	218	6,772	1,474	24,110	759	20,226
5	(*a*) to (*j*)	Great Indian Peninsula ...	1,053	21,156	1,305	30,793	423	6,322
6	(*a*) to (*m*)	Madras and Southern Mahratta	254	2,790	323	2,988	1,145	16,802
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	23	312	118	804	12	95
8	(*a*) to (*s*)	North Western ...	65	1,104	184	4,082	536	9,259
9	(*a*) to (*c*)	Oudh and Rohilkhand ...	34	461	472	3,259	64	767
10	(*a*) to (*l*)	South Indian	96	2,237	221	2,047	445	3,362
		3′ 3¾″ gauge.						
12	(*a*)	Assam-Bengal	...	...	33	180	...	...
13	(*a*) & (*b*)	Bengal and North-Western ...	21	282	1,166	11,615	408	3,228
14	(*a*) & (*b*)	Bengal Dooars	...	...	...	3	...	...
15	(*a*) & (*b*)	Bhavnagar State ...	12	51	2	8	2	6
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	126	2,066	274	3,256	131	1,741
16	(*a*) to (*c*)	Burma	...	...	3,659	47,504	...	1
18	(*a*) & (*b*)	Dibru-Sadiya	...	...	...	...	...	...
19	(*a*) to (*c*)	Gondal-Porbandar State ...	5	18	10	34	1	6
20	...	Jamnagar	1	4	...	...	...	2
21	(*a*) to (*f*)	Jodhpur-Bikaner ...	11	106	29	231	36	423
22	...	Junagad State	3	19	6	33	...	...
23	...	Morvi	...	1	3	9	1	3
7	(*c*) to (*e*)	Nizam's Guaranteed State ...	1	20	57	574	57	605
26	(*a*) & (*b*)	Rohilkund and Kumaon ...	3	31	578	3,692	1	2
27	...	Udaipur-Chitorgarh ...	1	7	1	8	4	11
		Carried over ...	2,456	51,214	11,666	1,51,971	4,264	70,732

DIX 11—*contd.*

earnings therefrom during the financial year 1915-16.

railway in India and is therefore not the same as the total production and imports.]

continued on following page.

AND TANS.

(4) Myrabolams.		(5) Tanning barks.		(6) Turmeric.		(7) Others.		NUMBER. Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
46	47	48	49	50	51	52	53	54
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
42,932	3,84,243	3,492	14,979	9,559	78,077	1,211	11,859	1
297	2,771	5,579	42,374	2,704	38,850	1,913	34,382	2
...	...	...	...	3,393	21,327	320	3,739	3
8,959	63,144	11,107	27,965	4,296	47,837	4,822	38,165	4
23,925	1,85,891	19,300	97,747	14,260	2,08,224	5,450	50,058	5
9,601	49,701	44,358	2,57,270	24,924	1,48,596	1,257	12,400	6
267	1,951	7,742	35,811	2,812	26,751	2,925	12,521	7
517	7,049	6,333	22,625	5,395	54,328	11,470	89,877	8
236	1,501	4,074	10,398	3,045	30,820	519	3,486	9
2,597	12,189	9,741	43,176	5,537	40,758	950	13,231	10
...	2	23	131	159	1,184	...	5	12
258	1,607	4,504	11,608	6,468	57,606	759	5,827	13
...	...	...	...	39	272	19	227	14
49	153	405	1,830	76	349	63	266	15
322	3,639	8,308	41,008	2,321	18,301	1,856	17,272	2
155	1,838	727	6,494	2,015	17,422	284	3,352	16
...	...	...	...	...	...	...	...	18
82	206	148	448	103	275	211	690	19
6	23	1	1	22	52	8	35	20
41	189	3,128	15,866	293	1,625	2,986	10,914	21
10	29	...	...	94	355	84	336	22
7	18	24	81	13	54	59	160	23
61	379	1,086	3,264	469	4,598	560	2,986	7
64	201	2,372	5,468	1,069	6,126	71	342	26
14	30	49	304	47	219	21	136	27
90,400	7,16,774	132,561	6,38,848	89,113	8,04,006	37,818	3,11,356	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each railway in India

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	VI—Dyes					
			(1) Alizarine and aniline dyes.		(2) Cutch.		(3) Indigo.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
37	38	39	40	41	42	43	44	45
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		Brought forward ...	2,456	51,214	11,666	1,51,971	4,264	70,732
		2' 6"' gauge.						
30	...	Arrah-Sasaram Light ...	...	...	1	5	...	...
31	...	Bangalore-Chik Ballapur Light	...	...	...	...	...	...
33	...	Baraset-Basirhat Light ...	...	...	...	...	...	...
34	...	Barsi Light	2	7	54	193	...	1
35	(*a*)	Bengal Provincial ...	...	...	1	1	...	...
36	...	Bukhtiarpur-Bihar Light ...	...	...	...	...	...	...
37	...	Burdwan-Katwa ...	...	...	...	...	...	...
39	...	Champaner-Shivrajpur Light	...	...	...	...	...	...
40	...	Cutch State	...	...	...	...	...	...
41	...	Dehri-Rohtas Light ...	...	...	...	...	2	2
42	...	Dholpur-Bari	...	1	...	...	...	...
45	...	Godhra-Lunavada ...	...	...	...	...	...	...
46	...	Jessore-Jhenidah ...	...	...	...	...	...	
48	...	Kolar District	...	...	...	...	...	...
49	...	Madaya Light	...	...	...	...	...	Information
1	(*d*)	Mourbhanj State ...	...	...	2	5	...	...
50	...	Nadiad-Kapadvanj ...	...	...	...	...	...	...
1	(*f*)	Parlakimedi Light ...	...	...	...	...	...	...
26	(*c*)	Powayan Light	...	...	...	...	...	...
51	...	Shahdara (Delhi)-Saharanpur Light.	...	...	2	7	1	4
52	...	Tezpore-Balipara Light ...	...	...	...	...	...	...
		2' 0" gauge.						
53	(*a*) and (*b*)	Darjeeling-Himalayan ...	...	...	11	100	...	...
54	...	Gwalior Light	...	...	...	...	...	...
55	...	Howrah-Amta Light ...	...	...	...	...	...	...
56	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
57	...	Jagadhri Light	...	...	...	...	...	...
58	...	Jorhat (Provincial) ...	...	...	...	...	...	...
59	...	Kulasekarapatnam-Tissian-villai Light.	...	...	...	...	...	...
60	...	Tarikere-Narasimharajapura ...	...	...	...	...	...	...
		Total 1915-16 ...	2,458	51,222	11,737	1,52,232	4,267	70,739
		Total 1914-15 ...	8,179	1,55,629	10,453	1,29,509	3,252	52,072
		Increase ...	...	...	1,284	22,773	1,015	18,667
		Decrease ...	5,721	1,04,407	...	...	...	...

DIX 11—*contd.*

earnings therefrom during the financial year 1915-16.

and is therefore not the same as the total production and imports.]

continued on following page.

AND TANS.

(4) Myrabolams.		(5) Tanning barks.		(6) Turmeric.		(7) Others.		Main head.	NUMBER.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.		
46	47	48	49	50	51	52	59	54	
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.		
90,400	7,16,774	1,32,561	6,38,848	89,113	8,04,006	37,818	3,11,356		
5	15	...	...	9	21	...	1	30	
...	...	16	27	...	...	...	...	31	
...	...	...	...	...	...	...	...	33	
29	138	162	655	450	1,147	102	370	34	
...	...	...	...	6	10	...	...	35	
...	...	...	...	...	...	...	...	36	
...	...	...	...	...	...	...	...	37	
...	...	...	...	4	5	...	...	39	
3	6	...	...	...	1	11	26	40	
...	...	...	...	...	...	53	68	41	
1	3	2	4	6	15	22	87	42	
...	...	7	25	5	19	2	9	45	
...	...	...	...	...	...	...	...	46	
6	7	30	75	3	8	9	14	48	
not available	...	...	...	...	...	...	...	49	
849	1,393	40	96	2	6	...	...	1	
...	...	22	56	15	33	9	37	50	
247	259	199	196	94	87	...	...	1	
...	...	...	...	...	...	...	...	26	
2	6	8	31	42	168	10	43	51	
...	...	...	...	...	...	...	...	52	
...	...	...	...	10	157	30	562	53	
...	...	...	...	...	...	...	...	54	
...	...	...	...	...	...	...	...	55	
...	...	...	...	...	...	...	...	56	
...	...	...	...	...	...	...	...	57	
...	...	...	...	...	...	...	...	58	
...	...	...	...	...	...	...	...	59	
...	...	...	...	...	...	...	...	60	
91,542	7,18,601	1,33,047	6,40,013	89,759	8,05,683	33,066	3,12,573		
79,844	6,08,026	90,156	4,20,843	88,623	8,71,372	27,736	2,53,931		
11,698	1,10,575	42,891	2,19,170	1,136	...	10,330	58,642		
...	...	...	...	...	65,689	...	...		

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each railway in India.

Classification No. of Railway. (Detailed in "Index" to Appendix 1.)		Railway system.	VI—*concld.*		VII			
			Dyes and tans—*concld.*		Fodder.			
			Total.		(1) Oil-cake.		(2) Hay, straw and grass.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
55	56	57	58	59	60	61	62	63
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*), (*e*), (*g*) & (*h*).	Bengal-Nagpur	58,371	5,06,403	12,147	63,771	5,910	14,611
2	(*a*) to (*e*) & (*m*) to (*r*).	Bombay, Baroda and Central India.	11,346	1,34,267	13,697	84,672	104,890	6,59,106
3	(*a*) to (*e*)	Eastern Bengal	4,202	30,070	22,501	68,648	18,791	42,547
4	(*a*) to (*c*)	East Indian	31,635	2,28,219	73,501	3,81,580	51,612	2,28,360
5	(*a*) to (*j*)	Great Indian Peninsula ...	65,776	6,00,191	18,101	1,19,332	81,254	10,10,042
6	(*a*) to (*m*)	Madras and Southern Mahratta	81,862	4,90,547	15,115	81,016	15,702	75,946
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	13,899	78,245	5,063	32,564	7,866	49,340
8	(*a*) to (*s*)	North Western ...	24,500	1,88,324	47,456	1,40,077	231,643	22,45,580
9	(*a*) to (*c*)	Oudh and Rohilkhand ...	8,444	50,692	10,981	49,507	63,625	3,13,670
10	(*a*) to (*l*)	South Indian	19,587	1,17,000	29,966	1,80,297	1,190	4,503
		3′ 3½″ gauge.						
12	(*a*)	Assam-Bengal	215	1,502	4,601	16,669	1,105	4,475
13	(*a*) & (*b*)	Bengal and North-Western ...	13,584	91,723	15,398	44,313	5,658	28,589
14	(*a*) & (*b*)	Bengal Dooars	58	502	2,731	13,616	1	1
15	(*a*) & (*b*)	Bhavnagar State ...	609	2,663	2,229	7,140	809	2,379
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	13,338	87,303	5,665	30,466	104,522	8,63,559
16	(*a*) to (*c*)	Burma	6,840	76,611	3,171	20,198	871	4,706
18	(*a*) & (*b*)	Dibru-Sadiya	...	...	...	...	...	...
19	(*a*) to (*c*)	Gondal-Porbandar State ...	560	1,677	1,079	2,697	2,090	4,675
20	...	Jamnagar	38	117	10	31	307	999
21	(*a*) to (*f*)	Jodhpur-Bikaner ...	6,524	29,354	535	2,028	98,303	5,00,251
22	...	Junagad State	197	762	110	307	2,189	4,709
23	...	Morvi	107	326	50	164	393	1,154
7	(*c*) to (*e*)	Nizam's Guaranteed State ...	2,291	11,826	981	4,488	808	1,546
26	(*a*) & (*b*)	Rohilkund and Kumaon ...	4,158	15,862	1,429	4,842	14,197	42,985
27	...	Udaipur-Chitorgarh ...	137	715	13	49	1,048	4,595
		Carried over ...	368,278	27,44,901	286,530	13,48,472	814,784	61,08,328

DIX 11—*contd.*

earnings therefrom during the financial year 1915-16.

and is therefore not the same as the total production and imports.]

				VIII.		IX—(*continued on following page*).		Number
						Grain and pulse.		
(3) Bran.		Total.		Fruits and vegetables, fresh.		(1) Gram and pulse.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
64	65	66	67	68	69	70	71	72
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
7,552	57,585	25,609	1,35,967	20,961	1,90,589	99,826	7,76,140	1
13,313	1,16,161	131,900	8,59,939	41,451	2,52,849	85,859	6,61,295	2
1,290	4,668	42,582	1,15,863	41,526	1,74,554	73,713	2,55,485	3
9,217	50,731	134,330	6,60,671	17,925	1,40,166	305,638	22,24,524	4
28,049	2,07,248	127,404	13,36,622	50,001	3,82,170	356,886	34,51,184	5
15,946	87,954	46,763	2,44,916	77,876	4,99,911	287,816	16,07,293	6
4,575	30,821	17,504	1,12,725	2,255	16,856	26,339	1,67,403	7
45,933	1,94,405	325,082	25,80,062	64,098	4,90,744	495,450	32,52,660	8
...	...	74,606	3,63,177	25,835	87,706	114,867	5,18,084	9
3,600	17,899	34,756	2,02,699	82,377	5,24,813	122,075	6,05,225	10
571	3,794	6,277	24,938	4,851	27,083	8,687	46,185	12
5,352	16,342	26,408	89,244	96,610	2,06,717	118,797	5,07,600	13
258	1,838	2,990	15,455	164	1,201	4,379	13,745	14
256	1,081	3,294	10,600	3,290	10,564	2,973	10,106	15
23,545	2,09,281	133,732	11,03,306	50,929	3,60,796	113,722	8,98,589	2
17,486	52,752	21,528	77,656	59,555	5,30,144	55,062	4,60,622	16
...	...	...	...	...	...	2,987	20,024	18
177	456	3,346	7,828	4,529	10,568	4,199	9,241	19
94	340	411	1,370	905	3,254	733	2,161	20
1,542	4,230	100,380	5,06,509	10,563	45,514	41,433	1,92,007	21
261	662	2,560	5,678	1,714	5,821	1,612	4,077	22
284	1,040	727	2,358	2,922	10,501	4,901	17,211	23
2,881	13,497	4,670	19,531	448	2,969	21,696	1,68,739	7
326	1,185	15,952	49,012	5,649	38,716	21,000	52,379	26
23	123	1,084	4,767	331	1,824	1,569	6,015	27
182,531	10,74,093	1,283,845	85,30,893	666,765	39,76,050	2,322,219	1,59,27,994	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each railway in India

Classification No. of railway. (Detailed in "Index" to Appendix I.)		Railway system.	VI—*concld.*		VII			
			Dyes and tans—*concld.*		Fodder			
			Total.		(1) Oil-cake.		(2) Hay, straw and grass.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
55	56	57	58	59	60	61	62	63
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		Brought forward ...	368,278	27,44,901	286,530	13,48,472	814,784	61,08,328
		2′ 6″ gauge.						
30	...	Arrah-Sasaram Light ...	15	42	252	499	4	8
31	...	Bangalore-Chik Ballapur Light	16	27	7	22	...	...
33	...	Baraset-Basirhat Light ...	...	...	...	...	...	...
34	...	Barsi Light	799	2,511	32	105	143	695
35	(*a*)	Bengal Provincial ...	7	11	1,615	2,010	12	13
36	...	Bukhtiarpur-Bihar Light ...	...	...	...	...	...	...
37	..	Burdwan-Katwa ...	...	...	...	...	...	...
39	...	Champaner-Shivrajpur Light	4	5	3	6	714	531
40	...	Cutch State	14	33	1	1	1	1
41	...	Dehri-Rohtas Light ...	55	70	...	...	16	26
42	...	Dholpur-Bari	31	110	140	257	47	109
45	...	Godhra-Lunavada ...	14	53	20	40	564	423
46	...	Jessore-Jhenidah ...	...	...	...	...	..	...
48	...	Kolar District	48	104	11	11	...	...
49	...	Madaya Light	...	...	...	...	...	Information
1	(*d*)	Mourbhanj State ...	893	1,500	9	27	2	3
50	...	Nadiad-Kapadvanj ...	46	126	177	336	240	601
1	(*f*)	Parlakimedi Light ...	540	542	47	48	5	4
26	(*c*)	Powayan Light	...	...	...	...	...	...
51	...	Shahdara (Delhi)-Saharanpur Light.	65	259	2,379	5,427	12	41
52	...	Tezpore-Balipara Light ...	...	...	962	2,584	...	1,317
		2′ 0″ gauge.						
53	(*a*) & (*b*)	Darjeeling-Himalayan ...	51	819	195	1,098	18	238
54	...	Gwalior Light	...	...	...	..	...	...
55	...	Howrah-Amta Light ...	...	...	...	...	...	...
56	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
57	...	Jagadhri Light	...	...	...	...	...	...
58	...	Jorhat (Provincial) ...	...	...	...	...	...	...
59	...	Kulasekarapatnam-Tissian-villai Light.	...	...	2	5	12	40
60	...	Tarikere-Narasimharajapura ...	...	...	...	...	...	...
		Total 1915-16 ...	370,876	27,51,113	292,382	13,60,948	816,574	61,12,378
		Total 1914-15 ...	308,243	24,91,382	263,240	12,32,692	586,226	35,35,502
		Increase ...	62,633	2,59,731	29,142	1,28,256	230,348	25,76,876
		Decrease ...	...	...	...	...	...	...

DIX 11—*contd.*

earnings therefrom during the financial year 1915-16.

and is therefore not the same as the total production and imports.]

				VIII.		IX—(*continued on following page*).		NUMBER.
						GRAIN AND PULSE.		
(3) Brad.		TOTAL.		Fruits and vegetables, fresh.		(1) Gram and pulse.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
64	65	66	67	68	69	70	71	72
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
182,531	10,74,093	1,283,845	85,30,893	666,765	39,76,050	2,322,219	1,59,27,994	
...	1	256	508	28	66	1,758	2,722	30
...	...	7	22	317	596	67	107	31
...	...	...	...	...	...	...	...	33
...	...	175	800	90	263	7,859	30,077	34
13	15	1,640	2,038	1,755	1,965	54	77	35
...	...	...	...	...	...	...	...	36
...	...	...	...	...	...	...	...	37
...	...	717	537	10	26	107	157	39
7	16	9	18	56	117	494	1,184	40
...	...	16	26	...	...	67	89	41
...	1	187	367	55	155	460	1,057	42
6	16	590	479	45	150	129	302	45
...	...	...	...	...	...	...	...	46
18	25	29	36	130	220	1,530	1,367	48
not available	...	...	...	...	...	...	...	49
46	181	57	161	50	146	122	315	1
...	...	417	937	374	854	363	801	50
37	33	89	85	158	120	1,480	1,143	1
...	..	...	...	...	...	304	338	26
5	14	2,396	5,482	261	1,017	2,514	5,976	51
...	...	962	3,901	...	...	346	1,572	52
67	1,352	280	2,688	166	1,288	1,648	14,889	53
...	...	...	...	...	...	...	...	54
...	...	...	...	...	...	...	...	55
..	...	...	...	...	...	...	...	56
...	...	...	...	...	...	...	...	57
...	...	...	...	...	...	...	...	58
1	1	15	46	13	33	1	2	59
...	...	...	...	...	...	...	...	60
182,731	10,75,698	1,291,687	85,49,024	670,273	39,83,066	2,341,522	1,58,90,169	
158,407	8,22,263	1,007,873	55,91,457	675,616	39,23,681	2,175,614	1,40,51,925	
24,324	2,53,435	283,814	29,57,567	...	59,385	165,908	19,38,244	
...	...	...	...	5,343	...	...	...	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	(2) Jawar and Bajra.		(3) Rice in the husk.		(4) Rice not in the husk.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
73	74	75	76	77	78	79	80	81
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*e*), (*g*) & (*h*).	Bengal-Nagpur	5,510	20,053	116,272	5,72,074	290,440	20,89,887
2	(*a*) to (*e*) & (*m*) to (*r*).	Bombay, Baroda and Central India.	223,084	18,17,128	11,948	55,795	88,478	6,50,372
3	(*a*) to (*e*)	Eastern Bengal	...	...	182,019	5,89,416	268,752	10,45,803
4	(*a*) to (*c*)	East Indian	82,706	3,39,744	77,917	2,68,095	404,345	27,86,846
5	(*a*) to (*j*)	Great Indian Peninsula ...	578,150	49,69,795	2,881	12,353	177,090	11,68,475
6	(*a*) to (*m*)	Madras and Southern Mahratta	131,219	9,22,455	138,787	5,18,244	397,315	22,51,415
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	15,651	90,666	12,575	79,172	63,502	3,86,020
8	(*a*) to (*s*)	North Western	153,996	8,15,455	38,063	1,19,691	224,799	14,96,074
9	(*a*) to (*c*)	Oudh and Rohilkhand ...	84,866	3,66,710	6,562	20,536	78,730	3,91,124
10	(*a*) to (*l*)	South Indian	25,666	1,36,720	206,581	9,30,967	368,302	18,03,605
		3′ 3¾″ gauge.						
12	(*a*)	Assam-Bengal	...	3	64,871	2,39,245	200,378	8,60,203
13	(*a*) & (*b*)	Bengal and North-Western ...	4,528	18,442	81,368	2,81,737	242,721	9,50,452
14	(*a*) & (*b*)	Bengal Dooars	...	...	6,501	12,094	26,729	82,294
15	(*a*) & (*b*)	Bhavnagar State ...	31,995	77,641	244	691	7,919	30,190
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	298,826	20,36,574	1,779	6,903	50,538	3,04,692
16	(*a*) to (*c*)	Burma	1,568	16,999	696,691	31,10,365	263,929	13,58,373
18	(*a*) & (*b*)	Dibru-Sadiya	...	...	...	...	27,653	1,41,714
19	...	Gondal-Porbandar State ...	17,688	41,572	201	443	4,191	10,562
20	...	Jamnagar	6,016	10,388	1	3	1,429	2,204
21	(*a*) to (*f*)	Jodhpur-Bikaner ...	209,018	9,32,921	3,290	7,681	32,864	1,54,974
22	...	Junagad State	6,836	20,663	167	372	2,652	8,594
23	...	Morvi	9,945	30,962	75	232	375	1,014
7	(*c*) & (*e*)	Nizam's Guaranteed State ...	28,060	1,65,083	1,676	5,693	37,930	2,72,610
26	(*a*) & (*b*)	Rohilkund and Kumaon ...	19,961	40,614	8,924	27,861	11,357	29,605
27	...	Udaipur-Chitorgarh ...	1,067	3,148	...	...	1,012	3,824
		Carried over ...	1,985,456	1,28,74,036	1,659,393	68,59,663	3,273,460	1,82,80,926

DIX 11—*contd.*

earnings therefrom during the financial year 1915-16.

railway in India and is therefore not the same as the total production and imports.]

IX—*concld.*

GRAIN AND PULSE—*concld.*

(5) Wheat.		(6) Wheat flour.		(7) Others.		TOTAL.		NUMBER. Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
82	83	84	85	86	87	88	89	90
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
60,295	5,45,563	10,501	74,124	20,016	85,509	602,860	41,63,350	1
136,044	11,68,988	11,060	79,127	116,532	7,60,868	673,005	51,93,576	2
1,758	6,849	16,681	1,01,038	2,961	11,216	545,884	20,09,307	3
281,577	20,44,915	50,040	3,67,158	81,743	3,76,823	1,283,966	84,08,105	4
238,603	21,62,821	22,811	1,90,090	51,959	4,35,062	1,428,380	1,23,89,780	5
48,383	3,70,412	14,230	1,17,155	47,807	3,47,143	1,015,587	61,34,117	6
2,118	12,316	2,010	13,894	926	6,297	123,121	7,55,768	7
1,014,141	1,02,24,319	108,099	4,52,781	340,264	32,76,790	2,374,812	1,96,37,770	8
218,785	12,07,954	24,484	1,57,296	77,042	3,47,515	605,286	30,09,219	9
1,128	7,460	7,540	56,833	27,648	1,74,804	758,940	37,15,614	10
2	15	1,306	8,709	152	881	275,396	11,55,241	12
61,039	3,24,091	9,662	67,598	172,847	7,60,051	690,962	29,09,971	13
5	18	1,187	6,672	78	295	38,879	1,15,118	14
7,338	22,043	301	855	5,262	17,367	56,032	1,58,893	15
168,973	9,71,585	13,040	93,374	204,764	15,18,571	851,642	58,30,288	2
3,905	14,389	7,298	67,359	2,028	14,477	1,030,481	50,42,584	16
...	...	...	...	563	3,572	31,208	1,65,310	18
7,760	15,599	1,136	2,991	4,428	9,763	39,603	90,171	19
2,311	7,913	148	476	1,542	2,961	12,180	26,106	20
100,235	4,33,762	3,009	16,226	160,441	6,46,831	550,290	23,84,402	21
1,843	4,510	167	446	1,672	2,678	14,949	41,340	22
1,198	3,914	140	487	633	2,469	17,267	56,289	23
7,959	62,936	477	3,873	1,069	6,496	98,867	6,85,430	7
55,953	1,39,989	3,393	14,057	26,566	71,887	146,254	3,76,392	26
1,947	7,663	131	467	6,240	20,079	11,966	41,496	27
2,423,250	1,97,59,524	308,851	18,93,086	1,355,183	89,00,405	13,277,812	8,44,95,634	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each railway in India

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	(2) Jawar and Bajra.		(3) Rice in the husk.		(4) Rice not in the husk.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
73	74	75	76	77	78	79	80	81
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		Brought forward ...	1,935,456	1,28,74,036	1,659,393	68,59,663	3,273,460	1,82,50,926
		2' 6" gauge.						
30	...	Arrah-Sasaram Light ...	3	7	128	245	2,405	5,544
31	...	Bangalore-Chik Ballapur Light	1	3	15	23	251	476
33	...	Baraset-Basirhat Light ...	...	...	...	...	...	...
34	...	Barsi Light	24,763	68,597	340	971	2,109	6,676
35	(a)	Bengal Provincial ...	...	...	1,883	2,652	168	235
36	...	Bukhtiarpur-Bihar Light ...	...	...	...	...	...	...
37	...	Burdwan-Katwa... ...	...	...	...	...	...	...
39	...	Champáner-Shivrajpur Light	69	119	5	8	169	265
40	...	Cutch State	7,763	15,066	...	...	1,051	2,446
41	...	Dehri-Rohtas Light ...	...	...	...	...	417	533
42	...	Dholpur-Bari	978	2,988	...	2	290	641
45	...	Godhra-Lunavada ...	29	69	2	5	19	49
46	...	Jessore-Jhenidah ...	...	...	...	...	...	...
48	...	Kolar District	2	4	471	372	350	387
49	...	Madaya Light	...	...	...	...	...	Information
1	(d)	Mourbhanj State ...	...	...	115	302	831	1,049
50	...	Nadiad-Kapadvanj ...	2,172	4,763	73	146	1,372	2,752
1	(f)	Parlakimedi Light ...	3	2	1,241	949	495	340
26	(c)	Powayan Light	...	...	...	...	...	...
51	...	Shahdara (Delhi)-Saharanpur Light.	1,875	4,010	557	864	1,790	4,198
52	...	Tezpore-Balipara Light ...	...	...	...	...	426	2,219
		2' 0" gauge.						
53	(a) & (b)	Darjeeling-Himalayan ...	...	...	1,527	3,716	17,249	1,64,858
54	...	Gwalior Light ...	...	...	...	...	...	...
55	...	Howrah-Amta Light ...	...	...	...	...	...	...
56	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
57	...	Jagadhri Light ...	...	...	...	...	...	...
58	...	Jorhat (Provincial) ...	...	...	...	...	...	...
59	...	Kulase-Karapatnam-Tissianvillai Light.	...	...	425	828	12	18
60	...	Tarikere-Narasimharajapura...	...	...	...	...	...	...
		Total 1915-16 ...	1,973,114	1,29,69,664	1,666,175	68,70,746	3,302,864	1,84,73,612
		Total 1914-15 ...	1,357,537	87,68,205	1,749,500	73,19,775	3,012,074	1,75,13,705
		Increase ...	615,577	42,01,459	...	...	290,790	9,59,907
		Decrease ...	...	...	83,325	4,49,029	...	...

DIX 11—*contd.*

earnings therefrom during the financial year 1915-16.

and is therefore not the same as the total production and imports.]

IX—*concld.*

GRAIN AND PULSE—*concld.*

(5) Wheat.		(6) Wheat flour.		(7) Others.		TOTAL.		NUMBER. Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
82	83	84	85	86	87	88	89	90
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
2,423,250	1,97,59,524	308,851	18,93,086	1,355,183	89,00,405	13,277,812	8,44,95,634	
510	1,248	64	90	74	180	4,942	10,036	30
1	1	...	...	8	12	343	622	31
...	...	...	...	...	...	...	...	33
1,863	7,198	115	322	869	2,578	37,918	1,16,419	34
...	...	104	131	13	16	2,222	3,111	35
...	...	...	...	...	...	...	...	36
...	...	...	...	...	...	...	...	37
22	49	324	695	57	124	753	1,416	39
746	1,926	15	36	1,193	2,301	11,262	22,959	40
...	...	...	...	4	4	488	626	41
51	124	34	82	67	177	1,380	5,071	42
77	226	8	27	779	1,771	1,043	2,449	45
...	...	...	...	...	...	...	...	46
4	4	3	4	80	179	2,440	2,317	48
not available	...	...	...	...	...	...	...	49
2	6	47	132	29	45	1,146	1,849	1
731	1,776	55	173	1,776	3,914	6,542	14,325	50
24	22	12	11	431	320	3,686	2,787	1
2,230	3,477	...	...	2,054	3,013	4,588	6,828	26
15,784	37,045	284	548	1,476	3,514	24,280	56,155	51
...	...	...	...	...	...	772	3,791	52
119	1,957	1,644	24,748	405	5,127	22,592	2,15,295	53
...	...	...	...	...	...	...	...	54
...	...	...	...	...	...	...	...	55
...	...	...	...	...	...	...	...	56
...	...	...	...	...	...	...	...	57
...	...	...	...	...	...	...	...	58
...	...	...	...	9	17	447	865	59
...	...	...	...	...	...	...	...	60
2,445,414	1,98,14,583	311,560	19,20,085	1,364,507	89,23,696	13,405,156	8,49,62,555	
2,426,260	2,19,32,024	294,532	18,53,511	949,826	50,78,513	11,965,343	7,65,17,658	
19,154	...	17,028	66,574	414,681	38,45,183	1,439,813	84,44,897	
...	21,17,441	...	...	...	...	...	...	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each railway in India

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	X. Hides and Skins.							
			(1) Hides of cattle.				(2) Skins of sheep, etc.			
			(a) Dressed or tanned.		(b) Raw.		(a) Dressed or tanned.		(b) Raw.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
91	92	93	94	95	96	97	98	99	100	101
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(a) to (c), (e), (g) & (h).	Bengal-Nagpur	...	...	14,123	1,66,944	...	...	3,008	19,088
2	(a) to (e), & (m) to (r).	Bombay, Baroda and Central India.	12	134	2,208	22,694	10	74	4,520	38,126
3	(a) to (e)	Eastern Bengal	...	...	20,248	1,36,878	...	...	1,942	11,017
4	(a) to (c)	East Indian	342	2,113	27,580	4,16,036	8	119	9,619	1,06,347
5	(a) to (j)	Great Indian Peninsula ...	282	3,175	10,229	2,00,671	100	1,381	17,727	2,52,952
6	(a) to (m)	Madras and Southern Mahratta	1,695	18,178	15,068	1,35,438	3,265	37,732	29,796	2,58,756
7	(a) & (b)	Nizam's Guaranteed State ...	...	...	924	8,369	...	3	2,646	25,023
8	(a) to (s)	North Western	11	92	26,505	3,54,042	113	1,936	23,357	2,41,059
9	(a) to (c)	Oudh and Rohilkhand ...	...	...	9,068	68,713	2	20	4,522	27,845
10	(a) to (l)	South Indian	1,409	16,230	3,326	22,845	1,674	24,357	10,400	76,101
		3′ 3¾″ gauge.								
12	(a)	Assam-Bengal	...	...	1,742	12,452	...	...	40	388
13	(a) & (b)	Bengal and North-Western ...	...	...	10,419	95,907	...	...	3,041	19,828
14	(a) & (b)	Bengal Dooars	...	...	363	2,602	...	...	6	58
15	(a) & (b)	Bhavnagar State ...	2	8	123	650	...	1	101	566
2	(f) to (l)	Bombay, Baroda and Central India.	2	18	4,766	59,459	...	15	4,623	45,119
16	(a) to (c)	Burma	96	920	6,955	77,959	3	48	40	408
18	(a) & (b)	Dibru-Sadiya	...	...	...	...	...	...	...	...
19	(a) to (c)	Gondal-Porbandar State ...	111	379	3	16	16	161	417	1,424
20	...	Jamnagar	...	2	51	239	...	...	31	149
21	(a) to (f)	Jodhpur-Bikaner ...	2	22	3,023	25,026	...	1	1,529	10,914
22	...	Junagad State	...	...	77	275	...	...	110	466
23	...	Morvi	72	260	10	42	173	1,099	10	50
7	(c) to (e)	Nizam's Guaranteed State ...	...	...	755	7,038	...	...	957	9,848
26	(a) & (b)	Rohilkund and Kumaon ...	...	...	1,769	9,771	...	...	599	2,748
27	...	Udaipur-Chitorgarh ...	...	...	8	36	...	...	255	1,304
		Carried over ...	4,036	41,591	159,343	18,24,102	5,364	66,887	119,296	11,49,584

DIX 11—*contd.*

earnings therefrom during the financial year 1915-16.

and is therefore not the same as the total production and imports.]

Total.		XI. Horns.		XII. Hemp (Indian) and other fibres excluding jute.		XIII—(*continued on following page.*) Jute. (1) Raw.		Number.
								Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
102	103.	104	105	106	107	108	109	110
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
17,131	1,86,032	486	4,284	14,202	1,05,595	42,885	1,45,360	1
6,750	61,028	45	798	4,422	58,335	20	124	2
22,190	1,47,895	60	314	20,409	16,280	1,166,484	74,05,652	3
37,549	5,24,615	730	3,777	37,586	2,83,995	1,47,565	3,90,366	4
28,338	4,58,179	624	9,395	9,155	1,27,385	313	2,670	5
49,824	4,50,104	353	3,406	4,984	31,348	4,438	25,541	6
3,570	33,395	66	521	1,327	8,542	30	168	7
49,986	5,97,129	406	2,967	2,245	19,954	22	278	8
13,592	96,578	555	2,350	12,500	46,556	...	...	9
16,809	1,39,593	56	477	7,333	44,571	4	51	10
1,782	12,840	7	57	562	1,950	49,341	1,31,954	12
13,460	1,15,735	63	360	17,974	1,21,334	17,223	99,918	13
369	2,660	2	11	1	2	15,497	43,280	14
226	1,225	2	8	...	...	...	...	15
9,391	1,04,611	81	541	2,984	17,676	435	3,371	2
7,094	79,335	7	91	...	1	4	61	16
...	...	...	...	...	...	...	...	18
547	1,920	5	15	...	...	2	9	19
82	390	...	2	...	1	5	16	20
4,554	35,963	3	37	88	471	80	408	21
187	741	4	17	...	...	...	...	22
265	1,451	2	10	3	11	...	1	23
1,712	16,886	21	184	420	2,236	...	1	7
2,368	12,519	26	105	4,465	12,846	141	739	26
263	1,340	2	11	4	22	1	7	27
288,039	30,82,164	3,609	29,738	1,40,664	8,99,141	1,444,520	82,49,975	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each railway in India

Classification No. of Railway (Detailed in "Index" to Appendix I).		Railway system.	X. HIDES AND SKINS.							
			(1) Hides of cattle.				(2) Skins of sheep, etc.			
			(a) Dressed or tanned.		(b) Raw.		(a) Dressed or tanned.		(b) Raw.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
91	92	93	94	95	96	97	98	99	100	101
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		Brought forward ...	4,036	41,591	159,343	18,24,102	5,364	66,887	119,296	11,49,584
		2' 6" gauge.								
30	...	Arrah-Sasaram Light ...	...	...	10	31	...	...	9	29
31	...	Bangalore-Chik Ballapur Light	3	7	9	22	...	...	2	5
33	...	Baraset-Basirhat Light ...	...	...	...	...	...	...	...	...
34	...	Barsi Light	...	...	46	219	...	...	172	726
35	(a)	Bengal Provincial ...	...	...	22	33	...	...	...	...
36	...	Bukhtiarpur-Bihar Light ...	...	...	...	...	...	...	...	...
37	...	Burdwan-Katwa ...	...	...	...	...	...	...	...	...
39	...	Champaner-Shivrajpur Light	...	...	6	18	...	...	2	3
40	...	Cutch State	21	58	...	...	...	...	...	...
41	...	Dehri-Rohtas Light ...	...	...	...	...	...	...	...	...
42	...	Dholpur-Bari	...	...	2	9	...	...	5	18
45	...	Godhra-Lunavada ...	...	...	21	76	...	...	26	90
46	...	Jessore-Jhenidah ...	...	...	...	...	...	...	...	...
48	...	Kolar District	1	1	4	5	4	13	33	113
49	...	Madaya Light	...	...	...	...	...	...	Information	
1	(d)	Mourbhanj State ...	...	...	65	189	...	...	8	25
50	...	Nadiad-Kapadvanj ...	...	...	12	39	...	...	25	76
1	(f)	Parlakimedi Light ...	...	...	26	14	...	...	510	431
26	(c)	Powayan Light	...	...	...	...	...	...	...	...
51	...	Shahdara (Delhi)-Saharanpur Light.	29	102	68	442	...	1	12	59
52	...	Tezpore-Balipara Light ...	...	...	...	...	...	...	...	...
		2' 0" gauge.								
53	(a) & (b)	Darjeeling-Himalayan ...	...	...	499	3,439	...	...	40	199
54	...	Gwalior Light	...	...	...	...	...	...	...	...
55	..	Howrah-Amta Light ...	...	...	...	...	...	...	...	...
56	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...	...	...
57	...	Jagadhri Light	...	...	...	...	...	...	...	...
58	...	Jorhat (Provincial) ...	...	...	...	...	...	...	...	...
59	...	Kulasekarapatnam-Tissian-villai Light.	...	...	...	...	...	...	...	...
60	...	Tarikere-Narasimharajapura.	...	...	...	...	...	...	...	...
		Total 1915-16 ...	4,090	41,759	160,133	18,28,638	5,368	66,901	120,140	11,51,358
		Total 1914-15 ...	3,340	34,175	130,815	14,39,436	4,569	56,178	92,018	8,54,430
		Increase ...	750	7,584	29,318	3,89,202	799	10,723	28,122	2,96,928
		Decrease ...	...	...	...	...	...	...	...	...

DIX 11—*contd.*

earnings therefrom during the financial year 1915-16.

and is therefore not the same as the total production and imports]

Total.		XI. Horns.		XII. Hemp (Indian) and other fibres excluding jute.		XIII—*(continued on following page.)* Jute. (1) Raw.		Number. Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
102	103	104	105	106	107	108	109	110
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
288,039	30,82,164	3,609	29,738	140,664	8,99,141	1,444,520	82,49,975	
19	60	...	1	1	4	...	2	30
14	34	...	...	...	...	1	3	31
...	...	...	...	...	...	...	...	33
218	945	...	...	32	143	4	15	34
22	33	...	...	...	...	1,059	1,658	35
...	...	...	...	...	...	...	...	36
...	...	...	...	...	...	...	..	37
8	21	...	...	...	...	...	...	39
21	58	...	...	61	200	...	...	40
...	...	...	...	...	...	...	...	41
7	27	...	...	31	95	...	...	42
47	166	...	...	1	8	...	...	45
...	...	...	...	...	...	...	...	46
42	132	...	...	1	1	...	...	48
not available.	...	...	...	...	...	...	...	49
73	214	4	13	...	...	1	4	1
37	115	...	...	2	6	...	...	50
536	445	10	10	...	...	4	9	1
...	...	...	...	...	...	...	...	26
109	604	5	29	153	438	27	109	51
...	...	...	...	...	...	...	...	52
539	3,638	...	...	...	...	5,317	13,736	53
...	...	...	...	...	...	...	...	54
...	...	...	...	...	...	...	...	55
...	...	...	...	...	...	...	...	56
...	...	...	...	...	...	...	...	57
...	...	...	...	...	...	...	...	58
...	...	...	...	112	326	...	...	59
...	...	...	...	...	...	...	...	60
289,731	30,88,656	3,628	29,791	141,058	9,00,362	1,450,933	82,65,511	
230,742	23,84,219	4,107	36,011	140,885	9,09,914	1,223,247	61,95,674	
58,989	7,04,437	...	...	173	....	227,686	20,69,837	
...	...	479	6,220	...	9,552	...	...	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	XIII—*concld.*				XIV.	
			Jute—*concld.*					
			(2) Gunny bags and cloth.		Total.		Lac.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
111	112	113	114	115	116	117	118	119
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*), (*e*), (*g*) & (*h*)	Bengal-Nagpur	55,311	5,33,176	98,196	6,78,536	16,953	1,79,582
2	(*a*) to (*e*) & (*m*) to (*r*)	Bombay, Baroda and Central India.	16,557	1,35,183	16,577	1,35,312	327	3,176
3	(*a*) to (*e*)	Eastern Bengal ...	25,890	18,057	1,192,374	75,03,709	1,686	16,429
4	(*a*) to (*c*)	East Indian	67,367	8,62,902	214,932	12,53,268	25,642	3,59,718
5	(*a*) to (*j*)	Great Indian Peninsula ...	69,230	7,01,781	69,543	7,04,451	1,239	13,388
6	(*a*) to (*m*)	Madras and Southern Mahratta	38,697	2,99,132	43,165	3,24,673	141	1,691
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	4,365	37,780	4,395	37,948	13	153
8	(*a*) to (*s*)	North Western ...	66,845	5,14,564	66,867	5,14,842	559	7,665
9	(*a*) to (*c*)	Oudh and Rohilkhand ...	14,266	89,742	14,266	89,742	348	1,622
10	(*a*) to (*l*)	South Indian	21,815	1,54,618	21,819	1,54,669	405	2,512
		3′ 3½″ gauge.						
12	(*a*)	Assam-Bengal	1,721	10,639	51,062	1,41,993	1,045	4,007
13	(*a*) & (*b*)	Bengal and North-Western ...	16,579	99,542	38,802	1,99,560	994	6,858
14	(*a*) & (*b*)	Bengal Doôars	565	3,113	16,062	46,393	...	...
15	(*a*) & (*b*)	Bhavnagar State ...	1,060	3,645	1,060	3,645	10	40
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	24,457	1,43,230	24,892	1,46,601	535	6,167
16	(*a*) to (*c*)	Burma	18,638	83,191	18,642	83,552	727	12,736
18	(*a*) & (*b*)	Dibru-Sadiya	...	...	...	...	...	...
19	(*a*) to (*c*)	Gondal-Porbandar State ...	1,045	3,205	1,047	3,214	12	25
20	...	Jamnagar	132	457	137	473	3	10
21	(*a*) to (*f*)	Jodhpur-Bikaner ...	18,632	68,964	18,712	69,372	330	1,346
22	...	Junagad State ...	432	1,500	432	1,500	...	2
23	...	Morvi	308	1,124	308	1,125	12	45
7	(*c*) to (*e*)	Nizam's Guaranteed State ...	4,158	33,967	4,158	33,968	15	82
26	(*a*) & (*b*)	Rohilkund and Kumaon ...	3,298	12,010	3,439	12,749	119	607
27	...	Udaipur-Chitorgarh ...	155	655	156	662	5	21
		Carried over ...	471,573	38,91,982	1,916,093	1,21,41,957	51,120	6,17,952

DIX 11—*contd.*

earnings therefrom during the financial year 1915-16.

each railway in India and is therefore not the same as the total production and imports.]

XV.						XVI—*(continued on following page.)*				NUMBER.
LEATHER.						LIQUORS.				
(1) Unwrought.		(2) Wrought, excepting boots and shoes.		TOTAL.		(1) Ale and beer.		(2) Wines and spirits of all kinds including country spirits.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
120	121	122	123	124	125	126	127	128	129	130
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
1,291	12,375	...	...	1,291	12,375	418	4,076	2,762	25,019	1
2,432	31,308	379	6,128	2,811	37,436	823	15,744	9,499	78,542	2
17	113	4	44	21	157	228	2,773	1,433	16,587	3
3,000	57,188	699	11,820	3,699	69,008	2,792	34,645	4,803	76,544	4
2,405	55,122	1,204	29,152	3,609	84,274	3,309	36,025	9,354	97,765	5
10,559	1,58,577	1,158	18,705	11,717	1,77,282	3,609	29,130	9,745	81,319	6
1,677	21,217	41	440	1,718	21,657	501	3,566	232	4,255	7
4,380	61,705	611	11,891	4,991	73,596	6,391	82,256	6,264	1,34,091	8
166	1,487	95	1,067	261	2,554	1,126	12,589	1,902	18,938	9
709	5,743	144	1,934	853	7,680	2,425	23,988	6,777	61,860	10
...	7	2	37	2	44	180	2,434	1,038	7,139	12
169	718	49	739	218	1,457	58	385	1,957	17,477	13
...	...	5	42	5	42	17	216	461	3,971	14
254	1,098	3	15	257	1,113	...	4	99	356	15
1,145	10,762	139	1,555	1,284	12,317	611	3,660	2,252	22,752	2
194	2,599	45	951	239	3,550	2,023	16,656	712	15,320	16
...	...	...	...	...	...	...	...	...	...	18
105	420	143	628	248	1,048	1	6	11	49	19
5	25	1	4	6	29	...	...	1	7	20
483	4,409	111	823	594	5,232	87	742	517	3,769	21
19	66	8	34	27	100	...	...	6	25	22
68	276	5	35	73	311	2	12	52	323	23
21	206	86	1,360	107	1,566	2	18	16	250	7
3	18	21	130	24	148	33	150	430	2,658	26
16	99	1	4	17	103	...	...	9	92	27
29,118	4,25,541	4,954	87,538	34,072	5,13,079	24,636	2,68,965	60,356	6,69,168	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	XIII—*concld.*				XIV.	
			Jute—*concld.*					
			(2) Gunny bags and cloth.		Total.		Lac.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
111	112	113	114	115	116	117	118	119
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		Brought forward ...	471,573	38,91,982	1,916,093	1,21,41,957	51,120	6,17,952
		2′ 6″ gauge.						
30	...	Arrah-Sasaram Light ...	49	129	49	131	2	6
31	...	Bangalore-Chik Ballapur Light	47	100	48	103	...	...
33	...	Baraset-Basirhat Light ...	...	...	...	...	...	...
34	...	Barsi Light	2,528	10,323	2,532	10,343	1	3
35	(*a*)	Bengal Provincial ...	8	23	1,067	1,681	4	4
36	...	Bukhtiarpur-Bihar Light ...	...	...	...	...	...	...
37	...	Burdwan-Katwa... ...	...	...	...	...	...	...
39	...	Champaner-Shivrajpur Light	19	35	19	35	...	...
40	...	Cutch State	43	74	43	74	...	1
41	...	Dehri-Rohtas Light ...	22	38	22	38	1	2
42	...	Dholpur-Bari	124	305	124	305	...	2
45	...	Godhra-Lunavada ...	31	119	31	119	...	...
46	...	Jessore-Jhenidah ...	...	...	...	...	...	...
48	...	Kolar District ...	66	112	66	112	...	...
49	...	Madaya Light	...	...	...	...	...	Information
1	(*d*)	Mourbhanj State ...	65	158	66	162	2	7
50	...	Nadiad-Kapadvanj ...	137	358	137	358	...	...
1	(*f*)	Parlakimedi Light ...	63	77	67	86	...	...
26	(*c*)	Powayan Light	...	...	...	...	...	...
51	...	Shahdara (Delhi)-Saharanpur Light.	708	2,299	735	2,408	1	7
52	...	Tezpore-Balipara Light ...	...	...	...	...	...	...
		2′ 0″ gauge.						
53	(*a*) & (*b*)	Darjeeling-Himalayan ...	584	3,294	5,901	17,030	1	29
54	...	Gwalior Light	...	...	...	...	...	...
55	...	Howrah-Amta Light ...	...	...	...	...	...	...
56	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
57	...	Jagadhri Light	...	...	...	...	...	...
58	...	Jorhat (Provincial) ...	...	...	...	...	...	...
59	...	Kulasekarapatnam-Tissianvillai Light.	23	37	23	37	...	...
60	...	Tarikere-Narasimharajapura...	...	...	...	...	...	...
		Total 1915-16 ...	476,090	39,09,468	1,927,023	1,21,74,979	51,132	6,18,013
		Total 1914-15 ...	419,218	34,00,962	1,642,465	95,96,636	54,023	6,21,219
		Increase ...	56,872	5,08,506	284,558	25,78,343	...	...
		Decrease ...	...	...	...	...	2,891	3,206

DIX 11—*contd.*

earnings therefrom during the financial year 1915-16

each railway in India and is therefore not the same as the total production and imports.]

XV.						XVI—(*continued on following page*).				Number.
Leather.						Liquors.				
(1) Unwrought.		(2) Wrought, excepting boots and shoes.		Total.		(1) Ale and beer.		(2) Wines and spirits of all kinds including country spirits.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
120	121	122	123	124	125	126	127	128	129	130
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
29,118	4,25,541	4,954	87,538	34,072	5,13,079	24,636	2,68,965	60,356	6,69,168	
1	3	...	...	1	3	...	...	49	187	30
6	11	...	...	6	11	...	...	...	...	31
...	...	...	...	...	...	...	...	...	...	33
4	11	48	297	52	308	1	4	156	657	34
...	...	...	...	...	...	...	...	...	...	35
...	...	...	...	...	...	...	...	...	...	36
...	...	...	...	...	...	...	...	...	...	37
...	...	...	...	...	...	...	...	4	8	39
24	49	...	...	24	49	...	...	1	2	40
...	...	...	...	...	...	...	...	2	4	41
...	1	...	...	...	1	...	...	...	...	42
1	1	...	...	1	1	...	...	2	9	45
...	...	...	...	...	...	...	...	...	...	46
15	23	2	3	17	26	...	...	...	...	48
not available	...	...	...	...	...	...	...	...	...	49
...	...	...	...	...	...	...	...	1	4	1
1	2	...	...	1	2	...	...	3	11	50
...	...	...	...	...	...	1	1	216	136	1
...	...	...	...	...	...	...	...	...	...	26
57	186	5	16	62	202	...	...	16	71	51
...	...	...	...	...	...	...	...	...	...	52
3	85	1	34	4	119	192	2,492	188	4,841	53
...	...	...	...	...	...	...	...	...	...	54
...	...	...	...	...	...	...	...	...	...	55
...	...	...	...	...	...	...	...	...	...	56
...	...	...	...	...	...	...	...	...	...	57
...	...	...	...	...	...	...	...	...	...	58
...	...	...	...	...	...	...	...	...	...	59
...	...	...	...	...	...	...	...	...	...	60
29,239	4,25,913	5,010	87,888	34,240	5,13,801	24,830	2,71,462	60,994	6,75,098	
23,277	3,30,133	4,751	83,696	28,028	4,13,829	33,557	3,47,795	62,309	6,46,035	
5,953	95,780	259	4,192	6,212	99,972	...	...	...	29,063	
...	...	...	...	...	...	8,727	76,333	1,315	...	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	XVI—*concld.* Liquors—*concld.* (3) All other sorts including toddy and fermented liquor other than ale and beer.		Total.		(1) Brass, unwrought.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
131	132	133	134	135	136	137	138	139
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*), (*e*), (*g*) & (*h*)	Bengal-Nagpur	...	...	3,180	29,095	790	8,274
2	(*a*) to (*e*) & (*m*) to (*r*)	Bombay, Baroda and Central India.	1	20	10,323	94,306	740	12,779
3	(*a*) to (*e*)	Eastern Bengal	...	...	1,661	19,360	365	3,463
4	(*a*) to (*c*)	East Indian	332	3,113	7,930	1,14,302	3,772	42,454
5	(*a*) to (*j*)	Great Indian Peninsula ...	59	217	12,722	1,34,007	2,807	32,956
6	(*a*) to (*m*)	Madras and Southern Mahratta	8,851	46,648	22,205	1,57,097	1,693	16,570
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	6,109	33,732	6,842	41,553	94	940
8	(*a*) to (*s*)	North Western	624	3,914	13,279	2,20,261	909	9,132
9	(*a*) to (*c*)	Oudh and Rohilkhand ...	15	191	3,043	31,778	981	5,501
10	(*a*) to (*l*)	South Indian	1,597	6,714	10,799	92,512	1,077	10,911
		3′ 3¾″ gauge.						
12	(*a*)	Assam-Bengal	...	...	1,218	9,573	21	177
13	(*a*) & (*b*)	Bengal and North-Western ...	...	...	2,015	17,862	1,031	8,622
14	(*a*) & (*b*)	Bengal Dooars	...	...	478	4,187	2	26
15	(*a*) & (*b*)	Bhavnagar State ...	...	2	90	362	97	354
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	...	6	2,863	26,353	1,016	9,342
16	(*a*) to (*c*)	Burma	420	1,909	3,155	33,885	54	448
18	(*a*) & (*b*)	Dibru-Sadiya	460	3,465	460	3,465	...	...
19	(*a*) to (*c*)	Gondal-Porbandar State ...	102	379	114	434	55	162
20	...	Jamnagar	26	163	27	170	7	21
21	(*a*) to (*f*)	Jodhpur-Bikaner ...	...	9	634	4,520	159	1,187
22	...	Junagad State	44	150	50	175	17	63
23	...	Morvi	3	22	57	357	15	61
7	(*c*) to (*e*)	Nizam's Guaranteed State ...	1,314	10,964	1,332	11,232	13	111
26	(*a*) & (*b*)	Rohilkund and Kumaon ...	1	5	434	2,813	79	379
27	...	Udaipur-Chitorgarh ...	...	...	9	92	6	34
		Carried over ...	19,953	1,11,623	104,050	10,49,756	15,800	1,63,967

DIX 11—*contd.*

earnings therefrom during the financial year 1915-16.

each railway in India and is therefore not the same as the total production and imports.]

XVII—(*continued on following page*).

METALS.								NUMBER.
(2) Brass, manufactures.		(3) Copper, unwrought.		(4) Copper, manufactures.		(5) IRON AND STEEL. Unwrought (dust, slag, pig and old for re-manufacture).		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
140	141	142	143	144	145	146	147	148
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
1,185	16,405	785	8,944	360	6,570	60,163	1,01,703	1
555	8,089	728	13,641	292	4,799	2,982	31,803	2
2,280	17,710	2,580	2,399	1,618	6,809	...	...	3
4,270	49,174	483	8,456	553	9,376	67,289	2,67,537	4
1,702	26,222	1,717	18,907	597	9,785	7,631	65,416	5
1,083	13,414	758	8,256	404	5,764	5,016	27,699	6
160	1,808	44	416	56	917	481	2,826	7
1,056	15,363	601	11,272	555	9,662	9,020	56,103	8
2,472	17,476	113	664	136	1,461	3,871	13,156	9
1,740	16,892	301	2,852	306	3,341	6,809	24,563	10
285	2,784	2	21	31	363	114	645	12
1,001	10,597	100	913	162	1,562	2,228	12,105	13
70	462	...	...	...	2	64	685	14
235	874	83	252	117	422	27	142	15
1,413	13,779	402	4,179	334	4,056	3,277	19,654	2
206	3,469	25	349	26	434	96	709	16
...	...	...	...	...	...	...	...	18
123	492	10	24	97	342	47	81	19
16	66	2	4	13	37	...	...	20
165	1,507	98	387	84	542	771	3,681	21
30	135	17	62	30	136	4	14	22
28	152	11	39	36	193	46	140	23
120	1,341	4	36	16	201	11	104	7
494	2,845	9	67	47	345	576	2,334	26
7	48	3	21	...	1	27	121	27
20,696	2,21,104	8,876	82,161	5,870	67,120	180 550	6,31,221	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	XVI—*concld.* Liquors—*concld.* (3) All other sorts including toddy and fermented liquor other than ale and beer.		Total.		(1) Brass, unwrought.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
131	132	133	134	135	136	137	138	139
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		Brought forward ...	19,958	1,11,623	104,950	10,49,756	15,800	1,63,967
		2′ 6″ gauge.						
30	...	Arrah-Sasaram Light ...	...	...	49	187	1	3
31	...	Bangalore-Chik Ballapur Light	...	...	...	...	...	...
33	...	Baraset-Basirhat Light ...	...	...	...	...	...	...
34	...	Barsi Light	3	18	160	679	...	3
35	(a)	Bengal Provincial ...	...	...	...	...	...	...
36	...	Bukhtiarpur-Bihar Light ...	...	...	...	...	...	...
37	...	Burdwan-Katwa... ...	...	...	...	...	...	...
39	...	Champaner-Shivrajpur Light	...	...	4	8	...	...
40	...	Cutch State	...	...	1	2	...	...
41	...	Dehri-Rohtas Light ...	...	...	2	4	...	...
42	...	Dholpur-Bari	...	...	...	...	2	6
45	...	Godhra-Lunavada ...	...	...	2	9	...	...
46	...	Jessore-Jhenidah ...	...	...	...	...	...	...
48	...	Kolar District ...	...	...	...	...	1	1
49	...	Madaya Light	...	...	...	...	...	Information
1	(d)	Mourbhanj State ...	...	...	1	4	1	4
50	...	Nadiad-Kapadvanj ...	...	...	3	11	...	2
1	(f)	Parlakimedi Light ...	..	...	217	137	3	3
26	(o)	Powayan Light	...	...	...	...	...	...
51	...	Shahdara (Delhi)-Saharanpur Light.	...	...	16	71	55	197
52	...	Tezpore-Balipara Light ...	24	127	24	127	...	...
		2′ 0″ gauge.						
53	(a) & (b)	Darjeeling-Himalayan ...	...	...	380	7,333	26	258
54	...	Gwalior Light	...	...	...	...	...	...
55	...	Howrah-Amta Light ...	...	...	...	...	...	...
56	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
57	...	Jagadhri Light	...	...	...	...	...	...
58	...	Jorhat (Provincial) ...	...	...	...	...	...	...
59	...	Kulasekarapatnam-Tissianvilai Light.	...	...	...	...	...	...
60	...	Tarikere-Narasimharajapura...	...	...	...	...	...	...
		Total 1915-16 ...	19,985	1,11,768	105,809	10,58,328	15,889	1,64,444
		Total 1914-15 ...	22,887	1,29,969	118,753	13,23,799	23,663	2,73,842
		Increase ...	...	....	...	...	...	...
		Decrease ...	2,902	18,201	12,944	2,65,471	7,774	1,09,398

DIX 11—*contd.*

earnings therefrom during the financial year 1915-16.

each railway in India and is therefore not the same as the total production and imports.]

XVII—(*continued on following page*).

METALS.								Number.
(2) Brass, manufactures.		(3) Copper, unwrought.		(4) Copper, manufactures.		(5) Iron and Steel. Unwrought (dust, slag, pig and old for re-manufacture).		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
140	141	142	143	144	145	146	147	148
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
20,696	2,21,104	8,876	82,161	5,870	67,120	189,550	6,31,221	
1	7	5	14	...	1	23	56	30
3	10	...	...	...	...	...	...	31
...	...	...	...	...	...	...	...	33
59	242	1	4	28	106	3	10	34
1	2	...	...	...	...	...	...	35
...	...	...	...	...	...	...	...	36
...	...	...	...	...	...	...	...	37
...	1	...	...	...	...	...	...	39
16	27	...	...	9	75	...	...	40
...	...	...	...	...	...	...	...	41
3	13	...	...	...	...	75	186	42
2	5	...	1	1	4	6	14	45
...	...	...	...	...	...	...	...	46
4	9	...	...	...	...	15	28	48
not available	...	...	...	...	...	...	...	49
7	20	...	...	...	...	5	22	1
1	6	...	...	1	3	...	1	50
2	3	...	1	...	...	42	34	1
...	...	...	...	...	...	...	...	26
92	375	3	10	2	10	241	750	51
...	...	...	...	...	...	...	...	52
54	567	33	334	4	101	171	2,975	53
...	...	...	...	...	...	...	...	54
...	...	...	...	...	...	...	...	55
...	...	...	...	...	...	...	...	56
...	...	...	...	...	...	...	...	57
...	...	...	...	...	...	...	...	58
1	2	...	...	...	...	16	29	59
...	...	...	...	...	...	...	...	60
20,942	2,22,393	8,918	82,525	5,915	67,420	181,147	6,35,326	
28,164	3,09,293	9,554	1,28,993	7,790	88,680	140,885	5,59,234	
...	...	...	...	...	...	40,262	76,092	
7,222	86,906	636	46,468	1,875	21,260	...	...	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	(5) IRON AND STEEL—*concld.*					
			Wrought.					
			(*a*) Bars, sheets, girders and other commercial forms of iron and steel.		(*b*) Machinery and millwork.		(*c*) Other manufactures including hardware and cutlery.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
149	150	151	152	153	154	155	156	157
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*), (*e*), (*g*) & (*h*)	Bengal-Nagpur	87,362	6,60,833	4,814	48,787	12,927	1,65,618
2	(*a*) to (*e*) & (*m*) to (*r*)	Bombay, Baroda and Central India.	26,692	3,29,509	11,056	1,53,598	7,971	1,00,058
3	(*a*) to (*e*)	Eastern Bengal ...	31,809	1,53,131	4,755	28,735	18,870	1,44,461
4	(*a*) to (*c*)	East Indian	77,471	7,58,324	9,354	80,707	33,646	3,51,968
5	(*a*) to (*j*)	Great Indian Peninsula ...	60,953	7,77,567	9,763	1,36,641	19,161	2,87,344
6	(*a*) to (*m*)	Madras and Southern Mahratta	35,397	2,93,225	7,446	71,346	23,051	2,32,529
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	2,779	24,696	1,528	15,431	2,960	28,671
8	(*a*) to ( )	North Western ...	39,823	4,97,148	4,710	57,477	18,640	2,76,943
9	(*a*) to (*c*)	Oudh and Rohilkhand ...	11,689	65,733	1,649	10,183	7,382	57,807
10	(*a*) to (*l*)	South Indian	16,815	1,27,584	2,541	24,365	11,222	1,18,035
		3′ 3¾″ gauge.						
12	(*a*)	Assam-Bengal	5,243	35,033	1,177	10,420	3,417	30,992
13	(*a*) & (*b*)	Bengal and North-Western ...	10,851	58,138	3,767	13,313	5,681	37,220
14	(*a*) & (*b*)	Bengal Dooars	890	9,903	453	9,750	2,401	28,823
15	(*a*) & (*b*)	Bhavnagar State ...	1,456	4,801	600	2,453	1,147	3,408
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	16,457	1,08,634	4,632	29,974	6,849	58,769
16	(*a*) to (*c*)	Burma	6,250	59,568	3,312	42,313	6,154	81,733
18	(*a*) & (*b*)	Dibru-Sadiya	...	...	...	...	4,463	31,320
19	(*a*) to (*c*)	Gondal-Porbandar State ...	689	1,993	969	2,052	1,096	3,124
20	...	Jamnagar	233	672	48	183	138	353
21	(*a*) to (*f*)	Jodhpur-Bikaner ...	5,721	31,060	1,343	8,366	2,804	16,408
22	...	Junagad State	590	1,687	324	960	517	1,839
23	...	Morvi	210	677	275	1,006	464	2,044
7	(*c*) to (*e*)	Nizam's Guaranteed State ...	1,753	16,490	769	8,078	1,488	14,191
26	(*a*) & (*b*)	Rohilkund and Kumaon ...	1,511	7,655	272	2,081	2,037	9,547
27	...	Udaipur-Chitorgarh ...	230	1,134	22	133	77	393
		Carried over ...	432,864	40,25,195	75,579	7,58,352	194,563	20,83,598

DIX 11—*contd.*

earnings therefrom during the financial year 1915-16.

each railway in India and is therefore not the same as the total production and imports.]

XVII—*concld.*						XVIII—*(continued on following page.)*		NUMBER.
METALS—*concld.*						MINERAL SUBSTANCES.		
(6) Metallic ores.		(7) Others.		TOTAL.		(1) Marble and stone.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
158	159	160	161	162	163	164	165	166
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
904,493	18,14,205	4,031	60,299	1,076,910	28,91,638	106,404	1,62,493	1
40,042	1,67,889	4,181	63,700	95,239	8,85,865	178,008	3,31,896	2
...	...	29,002	53,968	91,279	4,10,676	51,257	58,068	3
247	2,682	8,446	1,04,665	205,531	16,75,343	396,884	837,050	4
388,996	28,49,417	4,317	60,195	497,644	42,64,450	202,424	7,57,479	5
7,418	48,185	5,557	63,029	87,823	7,80,017	128,089	3,31,509	6
...	...	558	5,806	8,660	81,511	58,124	1,25,530	7
1,225	11,863	4,353	61,093	80,892	10,06,056	509,629	5,23,917	8
21	147	3,207	14,856	31,521	1,86,984	38,504	68,058	9
165	473	3,423	37,506	44,399	3,66,472	245,692	2,47,898	10
...	...	1,683	15,915	11,973	96,400	3,393	5,280	12
3	19	3,613	26,552	23,437	1,69,041	12,604	51,017	13
...	...	1,348	17,037	5,228	66,688	5,588	6,953	14
...	...	177	761	3,939	13,467	24,936	27,780	15
...	...	2,682	28,899	37,062	2,77,286	120,927	2,67,381	2
19,712	59,150	14,665	2,29,678	50,500	4,77,851	214,930	2,46,381	16
...	...	3,023	26,637	7,486	57,957	2,283	2,600	18
3	6	173	547	3,262	8,823	104,139	84 389	19
...	...	30	141	487	1,477	5,409	9,485	20
5	47	771	5,529	11,921	68,714	55,235	1,22,648	21
...	...	33	133	1,562	5,029	47,331	23,868	22
...	1	66	296	1,151	4,609	20,642	14,031	23
...	...	114	1,191	4,288	41,743	3,278	13,249	7
...	...	697	3,840	5,722	29,093	15,294	19,238	26
...	...	36	208	398	2,093	1,837	4,103	27
1,362,330	49,54,084	96,186	8,82,481	2,393,314	1,38,69,283	2,553,371	43,45,421	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	(5) IRON AND STEEL—*concld.*					
			Wrought.					
			(*a*) Bars, sheets, girders and other commercial forms of iron and steel.		(*b*) Machinery and millwork.		(*c*) Other manufactures, including hardware and cutlery.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
149	150	151	152	153	154	155	156	157
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		Brought forward ...	432,864	40,25,195	75,579	7,58,352	194,563	20,83,598
		2′ 6″ gauge.						
30	...	Arrah-Sasaram Light ...	25	54	3	11	11	34
31	...	Bangalore-Chik Ballapur Light	12	27	2	3	15	38
33	...	Baraset-Basirhat Light ...	...	...	...	...	...	...
34	...	Barsi Light	2,505	8,068	167	952	210	959
35	(*a*)	Bengal Provincial ...	56	84	6	8	21	38
36	...	Bukhtiarpur-Bihar Light ...	...	...	...	...	...	...
37	...	Burdwan-Katwa	...	...	...	...	...	...
39	...	Champaner-Shivrajpur Light...	178	231	6	13	25	59
40	...	Cutch State	175	469	...	1	12	36
41	...	Dehri-Rohtas Light ...	9	18	10	23	...	...
42	...	Dholpur-Bari	45	151	39	92	52	143
45	...	Godhra-Lunavada ...	43	117	2	3	19	77
46	...	Jessore-Jhenidah ...	...	...	...	...	...	...
48	...	Kolar District ...	40	42	15	25	47	58
49	...	Madaya Light	...	...	...	...	...	Information
1	(*d*)	Mourbhanj State ...	91	264	2	4	38	96
50	...	Nadiad-Kapadvanj ...	150	364	12	32	70	203
1	(*f*)	Parlakimedi Light ...	78	76	...	...	25	30
26	(*c*)	Powayan Light	...	...	...	...	...	...
51	...	Shahdara (Delhi)-Saharanpur Light.	327	1,592	176	575	183	679
52	...	Tezpore-Balipara Light ...	...	...	...	...	...	...
		2′ 0″ gauge.						
53	(*a*) & (*b*)	Darjeeling-Himalayan ...	491	10,542	173	3,188	780	13,575
54	...	Gwalior Light	...	...	...	...	...	...
55	...	Howrah-Amta Light ...	...	...	...	...	...	...
56	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
57	...	Jagadhri Light	...	...	...	...	...	...
58	...	Jorhat (Provincial) ...	...	...	...	...	...	...
59	...	Kulasc-Karapatnam-Tissian-villai Light.	4	5	6	9	...	...
60	...	Tarikere-Narasimharajapura ..	...	...	...	...	...	...
		Total 1915-16 ...	437,093	40,47,299	76,198	7,63,291	196,071	20,99,623
		Total 1914-15 ...	538,273	51,84,634	86,601	9,45,068	195,794	21,63,765
		Increase ...	...	...	...	...	277	...
		Decrease ...	101,180	11,37,335	10,403	1,81,777	...	64,142

DIX 11—*contd.*

earnings therefrom during the financial year 1915-16.

each railway in India and is therefore not the same as the total production and imports.]

XVII—*concld.*						XVIII—(*continued on following page.*)		NUMBER.
METALS—*concld.*						MINERAL SUBSTANCES.		
(6) Metallic ores.		(7) Others.		TOTAL.		(1) Marble and stone.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
158	159	160	161	162	163	164	165	166
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
1,362,330	49,54,084	96,186	8,82,481	2,393,314	1,38,69,233	2,553,371	43,45,421	
...	...	20	51	89	281	8,317	14,763	30
...	...	...	...	32	78	26	47	31
...	...	...	...	...	...	...	...	33
...	...	116	400	3,089	10,744	1,815	2,719	34
...	...	14	18	98	150	159	289	35
...	...	...	...	...	...	...	...	36
...	...	...	...	...	...	...	...	37
39,202	34,309	5	10	39,416	34,623	39	62	39
...	...	1	5	213	613	7	13	40
...	...	...	...	19	41	1,425	374	41
...	...	8	29	224	629	23,989	34,746	42
...	...	20	83	93	304	71	120	45
...	...	...	...	...	...	...	...	46
...	...	4	5	126	168	50	72	48
not available	...	...	...	...	...	...	...	49
...	...	5	11	149	421	116	198	1
...	...	40	120	274	731	1,524	1,054	50
...	...	15	21	165	168	15	13	1
...	...	...	...	...	...	...	...	26
...	...	65	256	1,144	4,444	787	2,218	51
...	...	562	3,042	562	3,042	15	44	52
15	286	387	6,788	2,134	38,614	65	1,025	53
...	...	...	...	...	...	...	...	54
...	...	...	...	...	...	...	...	55
...	...	...	...	...	...	...	...	56
...	...	...	...	...	...	...	...	57
...	...	...	...	...	...	...	...	58
...	...	...	...	27	45	115	121	59
...	...	...	...	...	...	...	...	60
1,401,547	49,88,679	97,448	8,93,320	2,441,168	1,39,64,320	2,591,906	44,03,299	
1,237,216	42,03,252	90,297	8,34,971	2,358,237	1,46,91,738	2,496,103	42,40,816	
164,331	7,85,427	7,151	58,349	82,931	...	95,803	1,62,483	
...	...	...	...	...	7,27,418	...	...	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed.

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	XVIII—*concld.*					
			Mineral substances—*concld.*					
			(2) Chalk and lime.		(3) Others.		Total.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
167	168	169	170	171	172	173	174	175
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		5′ 6″ gauge.						
1	(*a*) to (*c*), (*e*),(*g*) & (*h*)	Bengal-Nagpur	186,411	3,65,428	322	3,462	293,137	5,31,383
2	(*a*) to (*e*) & (*m*) to (*r*)	Bombay, Baroda and Central India.	17,641	42,343	35	339	195,684	3,74,578
3	(*a*) to (*e*)	Eastern Bengal	41,511	90,795	...	...	92,768	1,48,363
4	(*a*) to (*c*)	East Indian	184,263	7,89,330	2,888	37,495	584,035	16,63,875
5	(*a*) to (*j*)	Great Indian Peninsula ...	59,776	1,09,709	1,109	8,411	263,309	8,75,599
6	(*a*) to (*m*)	Madras and Southern Mahratta	50,360	89,397	13,424	41,974	191,873	4,62,970
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	953	5,591	4	63	59,081	1,31,184
8	(*a*) to (*s*)	North Western	104,728	2,12,052	26	189	614,383	7,36,158
9	(*a*) to (*c*)	Oudh and Rohilkhand ...	23,576	99,604	15,990	9,068	148,070	1,76,730
10	(*a*) to (*l*)	South Indian	29,597	95,098	13,976	24,277	239,265	3,67,273
		3′ 3½″ gauge.						
12	(*a*)	Assam-Bengal	9,999	30,096	4	16	13,896	35,392
13	(*a*) & (*b*)	Bengal and North-Western ...	47,596	87,677	38	351	60,238	1,39,045
14	(*a*) & (*b*)	Bengal Dooars	2,226	17,182	5	94	7,819	24,229
15	(*a*) & (*b*)	Bhavnagar State ...	3,523	5,499	...	...	28,459	33,279
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	12,302	31,799	50	532	133,279	2,99,712
16	(*a*) to (*c*)	Burma	21,978	84,053	8	218	236,916	3,30,652
18	(*a*) & (*b*)	Dibru-Sadiya	9,544	19,587	20	200	11,847	22,387
19	(*a*) to (*c*)	Gondal-Porbandar State ...	9,222	23,060	...	...	113,361	1,07,449
20	...	Jamnagar	165	365	17	52	5,591	9,902
21	(*a*) to (*f*)	Jodhpur-Bikaner ...	23,537	38,478	2	10	78,774	1,61,136
22	...	Junagad State	5,142	4,530	3,657	4,823	56,130	36,221
23	...	Morvi	45	143	4	15	20,691	14,189
7	(*c*) to (*e*)	Nizam's Guaranteed State ...	628	3,042	...	9	3,906	16,300
26	(*a*) & (*b*)	Rohilkund and Kumaon ...	5,746	8,896	...	...	21,040	28,164
27	...	Udaipur-Chitorgarh ...	20	62	...	...	1,887	4,165
		Carried over ...	920,489	22,53,816	51,579	1,31,598	3,525,439	67,30,835

DIX 11—*contd.*

earnings therefrom during the financial year 1915-16.

over each railway in India and is therefore not the same as the total production and imports.]

XIX—(*continued on following page.*)

Oils.								Number.
(1) Kerosene.		(2) Castor.		(3) Cocoanut.		(4) Mustard and rape.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
176	177	178	179	180	181	182	183	184
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
49,861	5,63,908	2,033	16,030	5,302	38,867	3,668	28,565	1
34,108	4,29,971	3,770	33,352	1,364	22,182	101	758	2
2,47,889	6,73,925	154	1,205	1,453	12,698	19,876	92,542	3
1,29,005	12,35,839	2,124	16,516	1,719	13,376	11,613	1,03,114	4
96,940	12,20,857	2,168	26,809	4,396	58,687	271	2,173	5
95,423	6,95,620	5,650	45,955	11,175	1,09,103	8	54	6
8,177	73,717	1,628	8,470	98	752	1	13	7
57,092	11,42,114	951	11,217	2,769	48,331	3,724	31,481	8
33,364	1,94,608	1,292	10,366	119	816	1,349	6,077	9
60,865	4,58,020	3,521	25,064	11,912	91,276	33	284	10
41,657	1,53,219	46	409	320	1,726	2,378	11,294	12
48,812	2,43,460	885	5,443	162	1,070	5,451	36,662	13
3,583	18,129	3	49	37	203	746	4,851	14
2,200	6,462	180	465	56	130	231	399	15
14,518	74,080	1,139	5,595	330	2,097	1,191	10,034	2
24,654	2,36,511	839	10,238	853	8,002	94	1,402	16
...	...	...	...	...	...	...	...	18
2,685	5,841	78	250	38	112	5	14	19
419	568	12	26	4	10	...	...	20
8,915	61,711	275	1,246	271	1,796	30	138	21
1,904	6,964	21	40	40	178	...	...	22
1,103	3,677	79	212	8	26	1	1	23
5,068	47,199	1,006	7,860	212	1,751	...	10	7
4,147	13,510	67	275	...	...	275	1,307	26
337	1,627	9	37	3	18	...	...	27
972,726	75,61,537	27,930	2,27,029	42,641	4,13,207	51,046	3,31,173	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	XVIII—*concld.*					
			Mineral substances—*concld.*					
			(2) Chalk and lime.		(3) Others.		Total.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
167	168	169	170	171	172	173	174	175
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		Brought forward ...	920,489	22,53,816	51,579	1,31,598	3,525,439	67,30,835
		2' 6" gauge.						
30	...	Arrah-Sasaram Light ...	89	182	...	...	8,406	14,945
31	...	Bangalore-Chik Ballapur Light	...	...	...	...	26	47
33	...	Baraset-Basirhat Light ...	...	...	...	...	...	...
34	...	Barsi Light	75	81	1	1	1,891	2,801
35	(*a*)	Bengal Provincial ...	290	468	...	...	449	757
36	...	Bukhtiarpur-Bihar Light ...	...	...	...	...	...	...
37	...	Burdwan Katwa ...	...	...	...	...	...	...
39	...	Champaner-Shivrajpur Light	124	125	...	...	163	187
40	...	Cutch State	39	75	1	1	47	89
41	...	Dehri-Rohtas Light ...	41,913	63,585	76,207	1,16,977	119,545	1,80,936
42	...	Dholpur Bari	79	151	...	...	24,068	34,897
45	...	Godhra-Lunavada ...	12	35	...	...	83	156
46	...	Jessore-Jhenidah ...	...	...	...	...	...	...
48	...	Kolar District ...	4	6	...	...	54	78
49	...	Madaya Light	...	...	...	...	...	Information
1	(*d*)	Mourbhanj State ...	31	62	19	55	166	315
50	...	Nadiad-Kapadvanj ...	29	73	...	...	1,553	1,127
1	(*f*)	Parlakimedi Light ...	71	35	...	...	86	48
26	(*e*)	Powayan Light	...	...	...	...	...	...
51	...	Shahdara (Delhi)-Saharanpur Light.	3,267	5,646	...	...	4,054	7,864
52	...	Tezpore-Balipara Light ...	696	1,676	...	...	711	1,720
		2' 0" gauge.						
53	(*a*) & (*b*)	Darjeeling-Himalayan ...	1,044	9,376	...	...	1,109	10,401
54	...	Gwalior Light ...	...	...	...	...	...	...
55	...	Howrah-Amta Light ...	...	...	...	...	...	...
56	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
57	...	Jagadhri Light	...	...	...	...	...	...
58	...	Jorhat (Provincial) ...	...	...	...	...	...	...
59	...	Kulasekarapatnam Tissian-villai Light.	18	26	...	...	133	147
60	...	Tarikere-Narasimharajapura...	...	...	...	...	...	...
		Total 1915-16 ...	968,270	23,35,418	127,807	2,48,632	3,687,983	69,87,349
		Total 1914-15 ...	973,738	23,16,435	21,014	85,007	3,490,855	66,42,258
		Increase ...	...	18,983	106,793	1,63,625	197,128	3,45,091
		Decrease ...	5,468	...	...	...	...	...

DIX 11—*contd.*

earnings therefrom during the financial year 1915-16.

each railway in India and is therefore not the same as the total production and imports.]

XIX—(*continued on following page*).								NUMBER.
OILS.								
(1) Kerosene.		(2) Castor.		(3) Cocoanut.		(4) Mustard and rape.		Main-head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
176	177	178	179	180	181	182	183	184
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
972,726	75,61,537	27,930	2,27,029	42,641	4,13,207	51,046	3,31,173	
303	596	...	...	164	394	195	426	30
3	8	...	...	...	...	...	...	31
...	...	...	...	...	...	...	...	33
2,228	8,397	24	85	232	808	...	...	34
148	239	8	9	16	19	81	102	35
...	...	...	...	...	...	...	...	36
...	...	...	...	...	...	...	...	37
24	49	...	1	...	...	...	...	39
163	516	...	...	1	3	...	...	40
9	14	...	...	...	...	...	...	41
82	212	14	39	...	...	3	9	42
57	144	...	...	2	4	...	...	45
...	...	...	...	...	...	...	...	46
34	39	...	...	1	1	...	...	48
not available.	...	...	...	...	...	...	...	49
170	419	3	10	...	...	4	9	1
256	578	89	243	27	75	...	...	50
284	174	5	4	...	1	2	1	1
...	...	...	...	...	...	...	...	26
487	1,447	1	6	2	6	26	88	51
...	...	...	...	...	...	...	...	52
1,176	12,292	2	48	9	114	791	9,610	53
...	...	...	...	...	...	...	...	54
...	...	...	...	...	...	...	...	55
...	...	...	...	...	...	...	...	56
...	...	...	...	...	...	...	...	57
...	...	...	...	...	...	...	...	58
18	29	...	...	6	11	...	...	59
...	...	...	...	...	...	...	...	60
978,168	75,86,690	28,076	2,27,474	43,101	4,14,643	52,148	3,41,418	
977,308	75,65,983	29,425	2,32,344	29,570	2,74,378	47,334	3,09,420	
860	20,707	...	...	13,531	1,40,265	4,814	31,998	
...	...	1,349	4,870	...	...	...	...	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed

Classification No. of Railway. (Detailed in "Index" to Appendix 1.)		Railway system.	XIX—*concld.*					
			Oils—*concld.*					
			(5) Others.		Total.		(1) Castor.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
185	186	187	188	189	190	191	192	193
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*), (*e*), (*g*) & (*h*)	Bengal-Nagpur	10,214	94,599	71,078	7,41,969	4,790	32,979
2	(*a*) to (*e*) & (*m*) to (*r*)	Bombay, Baroda and Central India.	11,428	1,29,098	50,771	6,15,361	25,410	2,21,038
3	(*a*) to (*e*)	Eastern Bengal ...	5,216	13,945	274,588	7,94,315	22	70
4	(*a*) to (*c*)	East Indian	8,246	1,07,235	152,707	14,76,080	33,275	2,07,778
5	(*a*) to (*j*)	Great Indian Peninsula	21,143	2,54,869	124,918	15,63,395	60,500	4,19,117
6	(*a*) to (*m*)	Madras and Southern Mahratta	26,979	2,55,494	132,235	11,05,626	30,174	1,46,738
7	(*a*) & (*b*)	Nizam's Guaranteed State ..	990	8,295	10,894	91,247	74,603	4,28,060
8	(*a*) to (*s*)	North Western ...	12,347	1,32,976	76,883	13,66,119	89	838
9	(*a*) to (*c*)	Oudh and Rohilkhand ...	3,183	34,124	39,307	2,46,491	3,826	16,204
10	(*a*) to (*l*)	South Indian	26,393	1,73,536	102,724	7,48,180	6,959	30,041
		3′ 3⅜″ gauge.						
12	(*a*)	Assam-Bengal	366	2,947	44,767	1,69,595	58	204
13	(*a*) & (*b*)	Bengal and North-Western ...	510	4,105	55,820	2,90,740	12,597	38,771
14	(*a*) & (*b*)	Bengal Dooars	147	1,735	4,516	24,967	...	...
15	(*a*) & (*b*)	Bhavnagar State ...	924	2,880	3,591	10,336	958	2,882
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	3,857	22,541	21,035	1,14,347	20,285	69,454
16	(*a*) to (*c*)	Burma	13,690	1,02,781	40,130	3,58,934	55	460
18	(*a*) & (*b*)	Dibru-Sadiya	14,863	51,736	14,863	51,736	...	...
19	(*a*) to (*c*)	Gondal-Porbandar State ...	784	2,258	3,590	8,475	2,229	4,615
20	...	Jamnagar	42	182	477	786	1,357	1,626
21	(*a*) to (*f*)	Jodhpur-Bikaner ...	2,076	10,243	11,567	75,134	1	9
22	...	Junagad State	482	1,506	2,447	8,688	1,618	4,892
23	...	Morvi	373	1,191	1,564	5,107	126	305
7	(*c*) to (*e*)	Nizam's Guaranteed State ...	809	7,704	7,095	64,524	195	1,172
26	(*a*) & (*b*)	Rohilkund and Kumaon ...	612	5,756	5,101	20,848	4,191	12,357
27	...	Udaipur-Chitorgarh ...	55	221	404	1,903	...	1
		Carried over ...	165,729	14,21,957	1,260,072	99,54,903	283,318	16,39,611

DIX 11—*contd.*

earnings therefrom during the financial year 1915-16.

over each railway in India and is therefore not the same as the total production and imports.]

XX—(*continued on following page*).

OIL-SEEDS.								NUMBER.
(2) Earthnuts.		(3) Linseed.		(4) Poppy.		(5) Rape and mustard.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
194	195	196	197	198	199	200	201	202
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
41,291	3,42,551	21,102	1,68,550	1,372	7,584	21,628	1,49,772	1
4,905	52,556	18,092	2,00,001	2,195	24,141	15,110	1,50,844	2
...	...	4,522	16,088	...	...	40,411	1,56,518	3
2,611	18,238	115,748	7,39,369	9,332	59,884	177,361	12,47,990	4
79,089	8,37,981	118,945	13,44,137	6,282	72,565	32,132	3,40,559	5
173,695	14,05,531	6,779	60,381	1,010	7,716	4,306	30,041	6
1,428	10,261	4,484	10,036	153	1,048	51	346	7
1,847	23,013	9,513	96,094	2,593	20,109	125,518	12,52,530	8
548	4,598	24,193	77,507	12,022	53,184	65,197	2,76,664	9
109,133	4,72,880	1	11	88	742	2,680	16,035	10
13	59	127	320	1	9	2,415	8,967	12
277	1,795	64,990	2,63,780	2,237	11,345	49,348	2,50,293	13
...	...	...	...	...	...	1,537	2,919	14
1,501	5,392	...	...	1	3	81	249	15
2,621	19,657	12,932	31,554	3,225	12,587	30,752	1,26,880	2
4,174	36,744	1	11	3	28	34	265	16
...	...	...	...	...	...	...	...	18,
2,685	11,949	2	3	5	13	158	359	19
176	349	...	1	1	4	...	...	20
152	971	3,413	12,021	73	280	11,747	39,131	21
178	626	...	1	4	13	79	267	22
246	941	3	12	2	8	9	16	23
378	3,404	13,316	96,709	71	603	53	407	7
81	457	4,127	9,438	2,288	4,403	9,621	26,495	26
23	177	133	420	25	66	11	56	27
427,052	32,50,130	422,423	31,46,444	42,983	2,76,335	590,239	40,77,603	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed

Classification No. of Railway. (Detailed in "Index" to Appendix 1.)		Railway system.	XIX—*concld.*					
			Oils—*concld.*					
			(5) Others.		Total.		(1) Castor.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
185	186	187	188	189	190	191	192	193
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		Brought forward ...	165,729	14,21,957	1,260,072	99,54,903	283,318	16,39,611
		2′ 6″ gauge.						
30	...	Arrah-Sasaram Light ...	1	1	663	1,417	...	...
31	...	Bangalore-Chik Ballapur Light	...	...	3	8	1	2
33	...	Baraset-Basirhat Light ...	...	...	...	...	...	...
34	...	Barsi Light	1,623	4,864	4,107	14,154	26	101
35	(*a*)	Bengal Provincial ...	3	5	256	374	...	...
36	...	Bukhtiarpur-Bihar Light ...	...	...	...	...	...	...
37	...	Burdwan-Katwa ...	...	...	...	...	...	...
39	...	Champaner-Shivrajpur Light	7	11	31	61	147	196
40	...	Cutch State	47	136	211	655	1,444	415
41	...	Dehri-Rohtas Light ...	...	...	9	14	6	14
42	...	Dholpur-Bari	...	2	99	262	70	155
45	...	Godhra-Lunavada ...	14	38	73	186	20	40
46	...	Jessore-Jhenidah ...	...	...	...	...	...	...
48	...	Kolar District	21	40	56	80	13	13
49	...	Madaya Light	...	...	...	...	...	Information
1	(*d*)	Mourbhanj State ...	1	4	178	442	1	5
50	...	Nadiad-Kapadvanj ...	37	94	409	990	1,118	2,100
1	(*f*)	Parlakimedi Light ...	21	24	312	204	19	18
26	(*e*)	Powayan Light	...	...	...	...	...	...
51	...	Shahdara (Delhi)-Saharanpur Light.	87	118	553	1,665	...	1
52	...	Tezpore-Balipara Light ...	91	449	91	449	...	...
		2′ 0″ gauge.						
53	(*a*) & (*b*)	Darjeeling-Himalayan ...	41	823	2,019	22,887	...	...
54	...	Gwalior Light	...	...	...	...	...	...
55	...	Howrah-Amta Light ...	...	...	...	...	...	...
56	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
57	...	Jagadhri Light	...	...	...	...	...	...
58	...	Jorhat (Provincial) ...	...	...	...	...	...	...
59	...	Kulase-Karapatnam-Tissiauvillai Light.	5	3	29	42	1	2
60	...	Tarikere-Narasimharajapura	...	...	...	...	...	...
		Total 1915-16 ...	167,678	14,28,569	1,269,171	99,98,794	286,184	16,42,673
		Total 1914-15 ...	161,810	13,39,630	1,245,447	97,21,758	228,036	11,96,152
		Increase ...	5,868	8,939	23,724	2,77,036	58,148	4,46,521
		Decrease ...	...	...	...	...	...	...

DIX 11—*contd.*

earnings therefrom during the financial year 1915-16.

over each railway in India and is therefore not the same as the total production and imports.]

XX—*(continued on following page).*

Oil seeds.								Number.
(2) Earthnuts.		(3) Linseed.		(4) Poppy.		(5) Rape and mustard.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
194	195	196	197	198	199	200	201	202
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
427,052	32,50,130	422,423	31,46,441	42,983	2,76,335	590,239	40,77,603	
...	...	845	1,151	4	8	108	235	30
109	202	...	...	...	...	...	...	31
...	...	...	...	...	...	...	...	33
36,910	1,15,420	5,739	25,850	23	79	181	827	34
...	...	...	...	1	1	68	101	35
...	...	...	...	...	...	...	...	36
...	...	...	...	...	...	...	...	37
3	9	...	...	...	...	1	2	39
41	136	...	...	...	1	...	...	40
...	...	...	...	...	...	4	4	41
6	29	1	3	...	...	130	290	42
3	11	32	66	...	2	37	85	45
...	...	...	...	...	...	...	...	46
3	3	...	...	...	...	4	4	48
not available.	...	...	...	...	...	...	...	49
...	...	...	...	...	...	69	189	1
16	48	2	3	...	...	275	528	50
53	40	...	...	...	1	51	48	1
...	...	...	...	...	...	...	...	26
15	54	1	4	1	4	620	1,288	51
...	...	...	...	...	...	13	67	52
92	1,893	...	7	...	...	111	371	53
...	...	...	...	...	...	...	...	54
...	...	...	...	...	...	...	...	55
...	...	...	...	...	...	...	...	56
...	...	...	...	...	...	...	...	57
...	...	...	...	...	...	...	...	58
...	...	...	...	...	...	...	...	59
...	...	...	...	...	...	...	...	60
464,303	33,67,975	429,043	31,73,528	43,012	2,76,431	591,911	40,81,642	
344,326	21,52,565	471,919	31,38,251	34,300	2,35,253	472,818	31,57,834	
119,977	12,15,410	...	35,277	8,712	41,178	119,093	922,308	
...	...	42,876	...	...	...	...	...	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	XX—*concld.*						XXI.	
			Oil-seeds—*concld.*							
			(6) Til or jinjili.		(7) Others.		Total.		Opium.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
203	204	205	206	207	208	209	210	211	212	213
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*), (*e*), (*g*) & (*h*)	Bengal-Nagpur	21,874	1,29,176	24,626	1,67,282	136,683	10,17,894	164	6,623
2	(*a*) to (*e*) & (*m*) to (*r*)	Bombay, Baroda and Central India.	27,978	1,97,708	118,322	6,46,713	212,012	14,93,001	50	867
3	(*a*) to (*e*)	Eastern Bengal ...	292	1,914	2,374	9,830	47,621	1,84,420	48	1,203
4	(*a*) to (*c*)	East Indian	20,168	1,49,740	62,076	3,96,712	420,571	28,19,711	1,792	38,500
5	(*a*) to (*j*)	Great Indian Peninsula ...	83,169	8,43,372	288,480	28,31,170	668,597	66,88,901	345	17,920
6	(*a*) to (*m*)	Madras and Southern Mahratta	42,966	3,22,324	99,071	8,81,532	358,001	28,54,263	53	1,918
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	13,912	94,627	10,685	57,167	105,316	6,01,545	...	...
8	(*a*) to (*s*)	North Western ...	10,581	61,348	16,084	92,973	166,225	15,46,905	114	3,658
9	(*a*) to (*c*)	Oudh and Rohilkhand ...	3,751	18,930	28,198	1,23,527	137,735	5,70,584	1,278	26,188
10	(*a*) to (*l*)	South Indian	37,586	2,14,166	963	6,674	157,410	7,40,549	8	257
		3′ 3⅜″ gauge.								
12	(*a*)	Assam-Bengal	1,003	3,448	98	472	3,715	13,479	18	216
13	(*a*) & (*b*)	Bengal and North-Western ...	1,510	7,046	5,258	21,496	136,217	5,94,526	4,450	51,680
14	(*a*) & (*b*)	Bengal Dooars	2	17	92	337	1,631	3,273	...	...
15	(*a*) & (*b*)	Bhavnagar State... ...	3,533	9,159	42,651	94,604	48,725	1,12,289	6	39
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	30,649	2,32,395	1,37,419	7,49,655	237,983	12,42,182	1,196	56,285
16	(*a*) to (*c*)	Burma	10,586	58,724	1,853	7,219	16,706	1,03,451	25	648
18	(*a*) & (*b*)	Dibru-Sadiya	...	...	...	...	...	...	...	...
19	(*a*) to (*c*)	Gondal-Porbandar State ...	5,135	10,222	46,956	97,441	57,170	1,24,602	6	34
20	...	Jamnagar	1,203	2,966	8,472	16,905	11,209	21,851	1	2
21	(*a*) to (*f*)	Jodhpur-Bikaner ...	10,172	57,773	*21,221	†62,121	46,779	1,72,306	20	384
22	...	Junagad State	908	2,320	30,006	67,923	32,793	76,042	...	...
23	...	Morvi	1,483	4,894	15,646	2,957	17,515	35,133	16	159
7	(*c*) to (*e*)	Nizam's Guaranteed State ...	2,248	13,756	52,445	3,91,708	68,706	5,07,759	...	...
26	(*a*) & (*b*)	Rohilkund and Kumaon ...	607	1,680	2,758	5,525	23,673	60,355	181	3,283
27	...	Udaipur-Chitorgarh ...	278	1,239	1,578	5,827	2,048	7,786	8	55
		Carried over ...	331,594	24,38,914	1,017,332	67,63,770	3,114,941	2,15,92,807	9,779	2,09,919

* Includes 19,049 tons of cotton seeds.
† Includes Rs. 55,074 for cotton seeds.

DIX 11—*contd.*

earnings therefrom during the financial year 1915-16.

each railway in India and is therefore not the same as the total production and imports.]

XXII.		XXIII.								Number.
		Provisions.								
Paper and pasteboard.		(1) Dried fruits and nuts.		(2) Ghee.		(3) Others.		Total.[3]		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
214	215	216	217	218	219	220	221	222	223	224
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
3,619	58,289	16,557	1,76,374	4,327	55,147	4,615	68,957	25,499	3,00,478	1
2,720	44,886	32,894	4,12,398	6,923	78,618	28,158	2,03,327	67,975	6,94,343	2
17,362	42,657	2,006	10,501	858	7,238	6,998	50,700	9,862	68,439	3
17,809	2,88,235	9,249	1,20,809	14,571	3,27,953	87,368	11,08,857	111,188	15,57,619	4
7,089	90,360	55,794	7,35,210	9,745	1,55,098	30,009	2,71,997	95,548	11,62,305	5
5,960	82,736	73,699	5,64,235	8,382	63,537	36,370	2,64,486	118,451	8,92,259	6
803	6,733	14,869	1,33,923	396	4,686	1,813	16,750	17,078	1,55,359	7
7,403	1,10,591	43,457	7,45,036	13,316	1,42,974	11,199	2,20,596	67,972	11,08,606	8
4,809	45,889	3,122	23,519	1,994	17,440	3,670	40,812	8,786	78,771	9
5,826	90,704	3,034	20,177	2,450	26,762	51,645	4,05,178	57,129	4,52,117	10
616	3,978	993	7,784	190	2,305	3,178	24,401	4,361	34,490	12
3,719	13,586	1,897	20,621	4,244	36,031	9,591	59,549	15,732	1,16,201	13
57	353	9	21	14	145	1,242	7,993	1,265	8,159	14
127	456	1,294	5,153	2,814	7,756	2,420	8,200	6,528	21,109	15
1,481	17,495	18,331	2,22,859	8,639	85,229	8,983	57,989	35,953	3,66,077	2
778	8,064	1,160	11,340	939	13,739	45,218	5,09,971	47,317	5,35,050	16
...	...	...	...	...	...	875	7,805	875	7,805	18
139	474	1,387	3,181	3,169	11,646	4,949	13,531	9,505	28,358	19
51	247	7	25	153	587	2,697	7,804	2,857	8,416	20
311	2,521	3,701	17,995	7,569	54,263	1,608	9,464	12,878	81,722	21
120	444	663	2,480	1,518	4,221	3,367	10,097	5,548	16,798	22
55	228	2,201	6,638	163	582	887	3,945	3,251	11,165	23
293	3,595	3,889	41,866	657	8,814	5,747	29,350	10,293	80,030	7
355	2,286	1,032	6,358	553	3,150	1,520	8,838	3,105	18,346	26
37	246	458	2,723	235	1,710	1,414	5,917	2,107	10,350	27
81,539	9,15,003	291,703	32,91,226	93,819	11,06,631	355,541	34,16,514	741,063	78,14,371	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	XX—*concld.*						XXI.	
			Oil seeds—*concld.*							
			(6) Til or jinjili.		(7) Others.		Total.		Opium.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings	Quantity.	Earnings
203	204	205	206	207	208	209	210	211	212	213
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		Brought forward ...	331,594	24,38,914	1,017,332	67,63,770	3,114,941	2,15,92,807	9,779	2,09,919
		2' 6" gauge.								
30	...	Arrah-Sasaram Light ...	10	21	1	4	968	1,419	...	...
31	...	Bangalore-Chik Ballapur Light	1	2	36	52	147	258	...	...
33	...	Baraset-Basirhat Light ...	...	...	...	...	...	...	...	...
34	...	Barsi Light	932	2,696	23,716	1,09,448	67,527	2,54,421	1	5
35	(*a*)	Bengal Provincial ...	...	...	1	2	70	104	...	...
36	...	Bukhtiarpur-Bihar Light ...	...	...	...	...	...	...	...	...
37	...	Burdwan-Katwa,.. ...	...	...	...	...	...	...	...	...
39	...	Champaner-Shivrajpur Light	12	23	152	263	315	493	...	...
40	...	Cutch State	245	673	289	732	2,019	1,957	...	...
41	...	Dehri-Rohtas Light ...	...	...	...	...	10	18	...	...
42	...	Dholpur-Bari	174	438	530	1,216	911	2,131	...	...
45	...	Godhra-Luuavada ...	206	455	62	162	360	821	...	...
46	...	Jessore-Jhenidah ...	...	...	...	...	...	...	...	...
48	...	Kolar District	4	4	10	11	34	35	...	...
49	...	Madaya Light	...	...	...	...	...	...	Information	
1	(*d*)	Mourbhanj State ...	313	641	652	1,153	1,035	1,988	...	...
50	...	Nadiad-Kapadvanj ...	70	147	2,136	3,913	3,617	6,739	...	2
1	(*f*)	Parlakimedi Light ...	75	57	74	70	272	234	...	...
26	(*c*)	Powayan Light ...	...	...	692	1,098	692	1,098	...	...
51	...	Shahdara (Delhi)-Saharanpur Light.	28	71	3,562	7,061	4,227	8,483	...	...
52	...	Tezpore-Balipara Light ...	...	...	32	148	45	215	...	...
		2' 0" gauge.								
53	(*a*) & (*b*)	Darjeeling-Himalayan ...	...	4	...	...	203	2,275	...	14
54	...	Gwalior Light	...	...	...	...	...	...	...	...
55	...	Howrah-Amta Light ...	...	...	...	...	...	...	...	...
56	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...	...	...
57	...	Jagadhri Light	...	...	...	...	...	...	...	...
58	...	Jorhat (Provincial) ...	...	...	...	...	...	...	...	...
59	...	Kulase-Karapatnam-Tissian-villai Light.	2	3	5	12	8	17	...	...
60	...	Tarikere-Narasimharajapura...	...	...	...	...	...	...	...	...
		Total 1915-16 ...	338,666	24,44,149	1,049,282	68,89,115	3,197,401	2,18,75,513	9,780	2,09,940
		Total 1914-15 ...	257,322	16,94,666	864,475	60,78,421	2,673,196	1,76,63,142	7,179	1,76,676
		Increase ...	76,344	7,49,483	184,807	8,10,694	5,24,205	42,22,371	2,601	33,264
		Decrease ...	...	...	...	...	...	...	...	...

DIX 11—*contd.*

earnings therefrom during the financial year 1915-16.

each railway in India and is therefore not the same as the total production and imports.]

XXII.		XXIII. PROVISIONS.								NUMBER.
Paper and pasteboard.		(1) Dried fruits and nuts.		(2) Ghee.		(3) Others.		TOTAL.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
214	215	216	217	218	219	220	221	222	223	224
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
81,539	9,15,003	291,703	32,91,226	93,819	11,06,631	355,541	34,16,514	741,063	78,14,371	
2	9	2	4	37	83	215	620	254	707	30
1	2	43	85	1	4	291	565	335	654	31
...	...	...	...	...	...	...	...	...	...	33
85	285	1,367	4,697	128	802	148	693	1,643	6,192	34
3	6	1	2	10	35	48	95	59	132	35
...	...	...	...	...	...	...	...	...	...	36
...	...	...	...	...	...	...	...	...	...	37
...	...	72	124	14	37	800	1,530	886	1,691	39
7	22	1,412	4,742	8	23	19	58	1,439	4,823	40
...	...	1	3	11	22	15	13	27	38	41
...	2	32	79	187	554	14	54	233	687	42
6	20	71	267	116	416	61	161	248	844	45
...	...	...	...	...	...	...	...	...	...	46
14	31	63	83	9	37	1,514	1,454	1,586	1,574	48
not available	...	...	...	...	...	...	...	...	...	49
3	10	6	19	14	41	4	15	24	75	1
6	14	214	685	87	296	632	1,291	933	2,272	50
12	21	205	203	...	...	87	90	292	293	1
...	...	...	...	...	...	...	...	...	...	26
18	97	54	217	174	711	431	1,418	659	2,346	51
...	...	...	...	...	...	16	90	16	90	52
67	1,712	40	391	45	564	7,178	67,472	7,263	68,427	53
...	...	...	...	...	...	...	...	...	...	54
...	...	...	...	...	...	...	...	...	...	55
...	...	...	...	...	...	...	...	...	...	56
...	...	...	...	...	...	...	...	...	...	57
...	...	...	...	...	...	...	...	...	...	58
...	...	...	...	...	...	...	...	...	...	59
...	...	...	...	...	...	...	...	...	...	60
81,763	9,17,234	295,286	33,02,827	94,660	11,10,256	367,014	34,92,133	756,960	79,05,216	
79,893	8,82,700	265,264	28,46,170	92,152	10,68,047	346,956	31,79,916	704,372	70,94,135	
1,870	34,534	30,022	4,56,657	2,508	42,209	20,058	3,12,217	52,588	8,11,081	
...	...	...	...	...	...	...	...	...	...	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Railway plant and rolling-stock car-					
			(1) Locomotive engines and tenders, and parts thereof.		(2) Carriages and trucks and parts thereof.		(a) Steel rails and fish-plates.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
225	226	227	228	229	230	231	232	233
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*), (*e*), (*g*) & (*h*)	Bengal-Nagpur	115	871	1,362	12,804	15,056	88,634
2	(*a*) to (*e*) & (*m*) to (*r*).	Bombay, Baroda and Central India.	42	233	40	182	4,084	37,020
3	(*a*) to (*e*)	Eastern Bengal ...	73	202	704	895	3,196	13,601
4	(*a*) to (*c*)	East Indian	498	4,532	522	4,518	5,299	18,766
5	(*a*) to (*j*)	Great Indian Peninsula ...	794	10,881	341	5,391	11,464	1,51,434
6	(*a*) to (*m*)	Madras and Southern Mahratta	3,479	11,259	936	8,008	4,671	27,395
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	81	601	...	...	144	828
8	(*a*) to (*s*)	North Western ...	368	2,070	1,546	46,919	6,489	79,583
9	(*a*) to (*c*)	Oudh and Rohilkhand ...	4	36	...	1	1,399	2,386
10	(*a*) to (*l*)	South Indian	104	300	343	911	712	4,016
		3′ 3½″ gauge.						
12	(*a*)	Assam-Bengal	269	2,301	5	6	1,883	8,609
13	(*a*) & (*b*)	Bengal and North-Western ...	...	...	...	...	...	...
14	(*a*) & (*b*)	Bengal Dooars	...	...	...	...	173	1,221
15	(*a*) & (*b*)	Bhavnagar State... ...	192	56	...	1	2,092	2,239
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	42	31	131	1,637	1,628	2,817
16	(*a*) to (*c*)	Burma	...	...	1,533	1,241	5,244	24,140
18	(*a*) & (*b*)	Dibru-Sadiya	...	...	...	...	...	...
19	(*a*) to (*c*)	Gondal-Porbandar State ...	3	4	...	...	1	1
20	...	Jamnagar	10	18	...	...	...	...
21	(*a*) to (*f*)	Jodhpur-Bikaner ...	384	1,182	519	1,728	42	83
22	...	Junagad State ...	...	...	...	...	...	...
23	...	Morvi	...	...	74	352	...	...
7	(*c*) to (*e*)	Nizam's Guaranteed State ...	...	...	...	...	15	101
26	(*a*) & (*b*)	Rohilkund and Kumaon ...	...	...	...	...	1	6
27	...	Udaipur-Chitorgarh ...	...	...	...	...	1	3
		Carried over ...	6,458	35,227	8,056	84,594	63,594	4,62,886

DIX 11—*contd.*

earnings therefrom during the financial year 1915-16.

each railway in India and is therefore not the same as the total production and imports.]

XXIV.						XXV.		Numbers.
RIED FOR THE PUBLIC AND FOREIGN RAILWAYS.								
(3) *Materials.*				Total.		Salt.		Main head.
(*b*) Sleepers and keys of steel and cast-iron.		(*c*) Others.						
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
234	235	236	237	238	239	240	241	242
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
1,511	14,922	31,423	1,71,821	49,467	2,89,052	161,414	10,28,084	1
99	294	23,582	83,189	27,847	1,20,968	229,089	9,92,379	2
742	1,863	3,179	10,522	7,894	27,083	114,781	5,00,478	3
84	95	70,291	1,81,385	76,694	2,09,296	350,493	12,87,850	4
31,278	2,28,463	14,502	1,55,584	58,379	5,51,703	287,157	26,04,099	5
889	3,092	718	2,775	10,693	52,529	165,563	11,70,647	6
734	1,013	15	103	974	2,545	37,705	2,07,227	7
815	17,220	28,790	97,462	38,008	2,43,854	177,449	11,49,913	8
...	...	2,996	9,152	4,399	11,575	81,150	4,63,178	9
152	882	421	1,377	1,732	7,486	136,188	5,98,519	10
...	...	1,969	3,457	4,126	14,373	44,134	1,35,295	12
...	...	...	...	...	...	129,955	7,12,960	13
...	...	...	...	173	1,221	4,656	14,786	14
...	...	1,385	2,213	3,669	4,569	3,066	4,240	15
20	130	2,696	4,878	4,517	9,493	294,603	24,14,975	2
6,083	25,217	...	...	12,860	50,598	35,995	3,74,043	16
...	...	...	...	...	...	1,344	8,798	18
951	1,040	623	519	1,578	1,564	3,307	5,297	19
...	...	4	23	14	41	239	679	20
10	41	4,477	11,872	5,432	14,909	30,462	1,35,488	21
...	...	300	152	306	152	2,138	2,992	22
90	147	148	392	312	871	1,045	1,523	23
597	3,329	...	...	612	3,430	17,319	1,40,542	7
...	...	30,519	97,662	30,520	97,668	27,859	1,17,921	26
...	...	10	9	11	12	2,061	8,231	27
44,055	2,97,728	218,048	8,34,497	340,211	17,14,932	2,339,172	1,40,75,204	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Railway plant and rolling-stock car-					
			(1) Locomotive engines and tenders, and parts thereof.		(2) Carriages and trucks and parts thereof.		(a) Steel rails and fish-plates.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
225	226	227	228	229	230	231	232	233
		Brought forward ...	Tons. 6,458	Rs. 35,227	Tons. 8,056	Rs. 84,594	Tons. 63,594	Rs. 4,62,886
		2′ 6″ gauge.						
30	...	Arrah-Sasaram Light ...	...	...	...	...	...	...
31	...	Bangalore-Chik Ballapur Light	...	...	...	...	...	...
33	...	Baraset-Basirhat Light ...	...	...	...	...	...	...
34	...	Barsi Light	...	...	...	...	...	...
35	(a)	Bengal Provincial ...	...	...	...	...	...	...
36	...	Bukhtiarpur-Bihar Light ...	...	...	...	...	...	...
37	...	Burdwan Katwa ...	...	...	...	...	...	...
39	...	Champaner-Shivrajpur Light	...	...	...	...	...	...
40	...	Cutch State	...	...	...	...	...	...
41	...	Dehri-Rohtas Light ...	...	...	...	...	...	...
42	...	Dholpur-Bari	...	...	26	65	63	259
45	...	Godhra-Lunavada ...	...	...	...	...	...	...
46	...	Jessore-Jhenidah ...	...	...	...	...	...	...
48	...	Kolar District	...	...	...	...	...	...
49	...	Madaya Light	...	...	...	...	...	Information
1	(d)	Mourbhanj State ...	...	...	...	...	...	...
50	...	Nadiad-Kapadvanj ...	...	...	...	...	...	...
1	(f)	Parlakimedi Light ...	...	...	...	...	...	...
26	(c)	Powayan Light ...	...	...	...	...	...	...
51	...	Shahdara (Delhi)-Saharanpur Light.	...	...	...	...	...	...
52	...	Tezpore-Balipara Light ...	...	...	...	...	...	...
		2′ 0″ gauge.						
53	(a) & (b)	Darjeeling-Himalayan ...	...	...	...	...	...	...
54	...	Gwalior Light	...	...	...	...	...	...
55	...	Howrah-Amta Light ...	...	...	...	...	...	...
56	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
57	...	Jagadhri Light	...	...	...	...	...	...
58	...	Jorhat (Provincial) ...	...	...	...	...	...	...
59	...	Kulasekarapatnam-Tisaian-villai Light.	...	...	...	...	5	2
60	...	Tarikere-Narasimharajapura	...	...	...	...	...	...
		TOTAL 1915-16 ...	6,458	35,227	8,082	84,659	63,662	4,63,147
		TOTAL 1914-15 ...	3,953	24,720	21,788	1,29,403	1,45,392	6,83,643
		INCREASE ...	2,505	10,507	...	...	...	...
		DECREASE ...	...	...	13,706	44,744	81,730	2,20,496

DIX 11—*contd.*

earnings therefrom during the financial year 1915-16.

each railway in India and is therefore not the same as the total production and imports.]

XXIV.						XXV.		Number.
RIED FOR THE PUBLIC AND FOREIGN RAILWAYS.								
(3) *Materials.*				Total.		Salt.		Main head.
(*b*) Sleepers and keys of steel and cast-iron.		(*c*) Others.						
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
234	235	236	237	238	239	240	241	242
Tons. 44,055	Rs. 2,97,728	Tons. 218,048	Rs. 8,34,497	Tons. 340,211	Rs. 17,14,932	Tons. 2,339,172	Rs. 1,40,75,204	
...	...	...	...	...	...	505	899	30
...	...	...	...	...	...	59	90	31
...	...	...	...	...	...	...	...	33
...	...	...	...	...	...	7,442	27,676	34
6	6	2	2	8	8	182	240	35
...	...	...	...	...	...	...	...	36
...	...	...	...	...	...	...	...	37
...	...	...	...	...	...	43	89	39
...	...	79	76	79	76	34	24	40
...	...	23	42	23	42	20	28	41
94	171	588	1,195	771	1,690	328	630	42
...	...	...	...	...	...	122	240	45
...	...	...	...	...	...	...	...	46
...	...	...	..	...	...	771	959	48
not available	...	...	...	...	...	...	...	49
...	...	1,643	3,464	1,643	3,464	1,239	2,232	1
...	...	...	...	...	...	221	546	50
...	...	...	...	...	...	1,437	604	1
...	...	...	...	...	...	1,564	1,779	26
...	...	...	1	...	1	1,720	3,884	51
13	62	...	...	13	62	49	248	52
1,012	2,103	...	...	1,012	2,103	2,589	27,138	53
	...	...	...	...	...	...	...	54
...	...	...	...	...	...	...	...	55
...	...	...	...	...	...	...	...	56
...	...	...	...	...	...	...	...	57
...	...	...	...	...	...	...	...	58
...	...	...	...	5	2	224	496	59
...	...	...	...	...	...	...	...	60
45,180	3,00,070	220,383	8,89,277	343,765	17,22,380	2,357,721	1,41,13,006	
60,662	2,87,104	329,047	11,14,078	560,842	22,38,948	2,331,560	1,37,94,308	
...	12,966	...	...	...	...	...	3,48,698	
15,482	...	1,08,664	2,47,801	2,17,077	5,16,568	3,839	...	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	XXVI. Saltpetre and other saline substances.					
			(1) Saltpetre.		(2) Other saline substances.		Total.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
243	244	245	246	247	248	249	250	251
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*e*), (*g*) & (*h*)	Bengal-Nagpur	254	3,828	802	5,439	1,056	9,267
2	(*a*) to (*e*) & (*m*) to (*r*)	Bombay, Baroda and Central India.	4,984	47,037	1,552	16,741	6,536	63,778
3	(*a*) to (*e*)	Eastern Bengal ...	45	237	10,094	32,741	10,139	33,028
4	(*a*) to (*c*)	East Indian	25,087	2,61,583	18,360	1,06,353	43,447	3,67,936
5	(*a*) to (*f*)	Great Indian Peninsula ...	2,697	19,816	2,325	18,966	5,022	38,782
6	(*a*) to (*m*)	Madras and Southern Mahratta.	1,254	10,771	155	1,453	1,409	12,224
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	186	1,545	805	4,626	991	6,171
8	(*a*) to (*s*)	North Western ...	17,399	93,689	9,501	84,494	26,900	1,78,183
9	(*a*) to (*c*)	Oudh and Rohilkhand ...	1,427	5,985	1,779	5,470	3,206	11,461
10	(*a*) to (*l*)	South Indian	625	4,471	27	263	652	4,734
		3′ 3½″ gauge.						
12	(*a*)	Assam-Bengal	...	...	449	2,425	449	2,425
13	(*a*) & (*b*)	Bengal and North-Western ...	11,822	47,491	6,237	22,554	18,059	70,045
14	(*a*) & (*b*)	Bengal Dooars	...	...	327	1,024	327	1,024
15	(*a*) & (*b*)	Bhavnagar State ...	108	339	...	...	108	339
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	10,087	68,747	2,096	16,486	12,183	85,233
16	(*a*) to (*c*)	Burma	1	7	79	720	80	727
18	(*a*) & (*b*)	Dibru-Sadiya	...	...	...	...	...	...
19	(*a*) to (*c*)	Gondal-Porbandar State ...	57	142	58	187	115	329
20	...	Jamnagar	10	35	36	123	46	158
21	(*a*) to (*f*)	Jodhpur-Bikaner ...	862	3,538	795	3,741	1,657	7,279
22	...	Junagad State	32	81	...	...	32	81
23	...	Morvi	23	88	6	22	29	110
7	(*c*) to (*e*)	Nizam's Guaranteed State ...	52	540	157	1,127	209	1,667
26	(*a*) & (*b*)	Rohilkund and Kumaon ...	332	976	2,699	5,532	3,031	6,508
27	...	Udaipur-Chitorgarh ...	70	331	32	183	102	514
		Carried over ...	77,414	5,71,327	58,371	3,30,676	135,785	9,02,003

DIX 11—*contd.*

earnings therefrom during the financial year 1915-16.

each railway in India and is therefore not the same as the total production and imports.]

XXVII. SILK.										Number.
(1) Raw.				(2) Piece-goods.				Total.		
(a) Foreign.		(b) Indian.		(a) Foreign.		(b) Indian.				Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
252	253	254	255	256	257	258	259	260	261	262
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
...	...	393	6,710	...	...	3	29	396	6,739	1
283	6,737	17	506	84	5,808	15	916	399	13,967	2
...	...	99	1,036	...	...	...	...	99	1,036	3
...	...	314	3,787	...	...	20	815	334	4,602	4
117	4,621	16	340	64	901	1	34	198	5,896	5
69	1,211	167	2,785	2	27	5	62	243	4,085	6
2	31	...	6	...	13	...	8	2	58	7
179	2,920	381	20,095	23	568	11	326	594	23,909	8
10	91	16	205	2	18	1	23	29	337	9
1	24	7	70	...	...	211	1,832	219	1,926	10
...	...	26	230	...	...	3	25	29	255	12
...	...	5	73	...	...	1	20	6	93	13
...	...	...	...	...	...	...	...	...	...	14
4	40	...	...	...	...	...	1	4	41	15
103	4,791	7	167	13	503	4	112	127	5,573	2
76	1,856	8	241	7	247	1	26	92	2,370	16
...	...	...	...	...	...	...	...	...	...	18
...	...	...	...	...	...	1	1	1	1	19
12	21	...	...	...	...	...	...	12	21	20
5	42	1	11	...	...	...	12	6	65	21
...	...	...	...	...	...	...	...	...	...	22
...	...	...	1	...	...	...	...	...	1	23
...	9	...	...	...	2	...	...	...	11	7
...	...	...	...	...	...	...	...	...	...	26
...	...	...	...	...	...	...	...	...	...	27
861	22,494	1,457	36,263	195	8,087	277	4,212	2,790	70,986	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	XXVI. Saltpetre and other saline substances.					
			(1) Saltpetre.		(2) Other saline substances.		Total.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
243	244	245	246	247	248	249	250	251
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		Brought forward ...	77,414	5,71,327	58,371	3,30,676	135,785	9,02,003
		2′ 6″ gauge.						
30	...	Arrah-Sasaram Light ...	1	2	200	394	201	396
31	...	Bangalore-Chik Ballapur Light	...	...	...	...	...	...
33	...	Baraset-Basirhat Light ...	...	...	...	...	...	...
34	...	Barsi Light	19	67	8	23	27	90
35	(*a*)	Bengal Provincial ...	...	...	27	44	27	44
36	...	Bukhtiarpur-Bihar Light ...	...	...	...	...	...	...
37	...	Burdwan Katwa ...	...	...	...	...	...	...
39	...	Champaner-Shivrajpur Light	7	14	...	...	7	14
40	...	Cutch State	...	...	...	...	...	...
41	...	Dehri-Rohtas Light ...	13	20	...	...	13	20
42	...	Dholpur-Bari	...	...	4	9	4	9
45	...	Godhra-Lunavada ...	1	5	2	8	3	13
46	...	Jessore-Jhenidah ...	...	...	...	...	...	...
48	...	Kolar District	...	...	...	...	...	...
49	...	Madaya Light	...	...	...	...	...	Information
1	(*d*)	Mourbhanj State ...	...	...	8	23	8	23
50	...	Nadiad-Kapadvanj ...	2	4	7	20	9	24
1	(*f*)	Parlakimedi Light ...	4	12	...	...	4	12
26	(*e*)	Powayan Light	...	...	...	...	...	...
51	...	Shahdara (Delhi)-Saharanpur Light.	124	329	153	351	277	680
52	...	Tezpore Balipara Light ...	...	...	...	...	...	...
		2′ 0″ gauge.						
53	(*a*) & (*b*)	Darjeeling-Himalayan ...	...	...	...	...	...	...
54	...	Gwalior Light	...	...	...	...	...	...
55	...	Howrah-Amta Light ...	...	...	...	...	...	...
56	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
57	...	Jagadhri Light	...	...	...	...	...	...
58	...	Jorhat (Provincial) ...	...	...	...	...	...	...
59	...	Kulasekarapatnam Tissianvillai Light.	...	...	...	...	...	...
60	...	Tarikere-Narasimharajapura	...	...	...	...	...	...
		Total 1915-16 ...	77,585	5,71,780	58,780	3,31,548	136,365	9,03,328
		Total 1914-15 ...	62,311	4,45,436	55,216	3,32,102	117,527	7,77,538
		Increase ...	15,274	1,26,344	3,564	...	18,838	1,25,790
		Decrease ...	...	...	...	554	...	...

DIX 11—*contd.*

earnings therefrom during the financial year 1915-16.

each railway in India and is therefore not the same as the total production and imports.]

XXVII. SILK.										Number.
(1) Raw.				(2) Piece-goods.				Total.		
(a) Foreign.		(b) Indian.		(a) Foreign.		(b) Indian.				Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
252	253	254	255	256	257	258	259	260	261	262
Tons. 861	Rs. 22,394	Tons. 1,457	Rs. 36,263	Tons. 195	Rs. 8,087	Tons. 277	Rs. 4,242	Tons. 2,790	Rs. 70,986	
...	...	...	...	...	...	...	...	...	...	30
...	...	25	64	...	...	...	...	25	64	31
...	...	...	...	...	...	...	...	...	...	33
...	...	...	4	1	6	...	...	1	10	34
...	...	2	7	...	...	...	...	2	7	35
...	...	...	...	...	...	...	...	...	...	36
...	...	...	...	...	...	...	...	...	...	37
...	...	...	...	...	...	...	...	...	...	39
...	...	...	...	...	...	...	...	...	...	40
...	...	...	...	...	...	...	...	...	...	41
...	...	...	...	...	...	...	...	...	...	42
...	...	...	...	...	...	...	...	...	...	45
...	...	...	...	...	...	...	...	...	...	46
...	...	5	7	..	...	...	...	5	7	48
not available.	...	...	...	...	...	...	...	...	...	49
...	...	1	2	...	...	...	...	1	2	1
...	...	...	...	...	...	...	...	...	...	50
...	...	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	...	26
...	...	...	...	...	...	...	...	...	...	51
...	...	...	...	...	...	...	...	...	...	52
...	...	...	...	...	...	...	...	...	...	53
...	...	...	...	...	...	...	...	...	...	54
...	...	...	...	...	...	...	...	...	...	55
...	...	...	...	...	...	...	...	...	...	56
...	...	...	...	...	...	...	...	...	...	57
...	...	...	...	...	...	...	...	...	...	58
...	...	...	...	...	...	...	...	...	...	59
...	...	...	...	...	...	...	...	...	...	60
861	22,394	1,490	36,347	196	8,093	277	4,242	2,824	71,076	
817	17,204	1,015	19,798	135	6,109	75	7,771	2,042	45,882	
44	5,190	475	16,549	61	1,984	202	...	782	25,194	
...	...	...	...	...	...	...	3,529	...	...	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over eac

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	(1) Betel-nuts.		(2) Cardamoms.		(3) Chillies.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
263	264	265	266	267	268	269	270	271
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*) to (*c*), (*e*), (*g*) & (*h*)	Bengal-Nagpur	13,146	1,81,001	144	5,004	8,647	93,380
2	(*a*) to (*e*) & (*m*) to (*r*)	Bombay, Baroda and Central India.	2,202	41,674	98	2,555	4,638	54,225
3	(*a*) to (*e*)	Eastern Bengal... ...	21,480	1,82,986	1,171	24,114	10,492	57,363
4	(*a*) to (*c*)	East Indian	13,129	3,01,641	771	27,772	10,728	1,55,902
5	(*a*) to (*j*)	Great Indian Peninsula ...	16,191	2,93,336	469	15,482	15,701	1,64,719
6	(*a*) to (*m*)	Madras and Southern Mahratta	17,574	2,18,424	622	12,371	34,027	3,06,001
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	1,290	16,358	5	52	6,425	54,634
8	(*a*) to (*s*)	North Western	1,270	12,364	518	8,913	8,228	69,717
9	(*a*) to (*c*)	Oudh and Rohilkhand ...	3,151	45,953	95	1,224	2,189	20,080
10	(*a*) to (*b*)	South Indian	25,485	1,99,138	862	14,675	26,084	1,59,165
		3′ 3¾″ gauge.						
12	(*a*)	Assam-Bengal	4,123	30,711	...	...	2,244	14,380
13	(*a*) & (*b*)	Bengal and North-Western ...	4,663	35,569	269	4,314	9,967	60,642
14	(*a*) & (*b*)	Bengal Dooars	419	1,900	64	635	67	481
15	(*a*) & (*b*)	Bhavnagar State ...	225	955	...	1	551	2,378
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	1,329	12,060	87	2,480	5,367	46,584
16	(*a*) to (*c*)	Burma	9,626	1,07,954	1	32	7,705	1,29,941
18	(*a*) & (*b*)	Dibru-Sadiya	...	...	...	...	...	...
19	(*a*) to (*c*)	Gondal-Porbandar State ...	372	1,044	2	11	746	2,320
20	...	Jamnagar	22	60	...	...	75	323
21	(*a*) to (*f*)	Jodhpur-Bikaner ...	239	1,775	16	94	2,064	15,835
22	...	Junagad State ...	290	1,124	1	5	496	2,012
23	...	Morvi	16	64	...	...	411	1,861
7	(*c*) to (*e*)	Nizam's Guaranteed State ...	903	11,204	1	14	1,760	19,600
26	(*a*) & (*b*)	Rohilk nd and Kumaon ...	540	3,449	33	197	1,919	16,944
27	...	Udaipur-Chitorgarh ...	10	62	1	4	127	776
		Carried over ...	137,695	17,00,806	5,230	1,19,949	160,658	14,49,763

DIX 11—*contd.*

earnings therefrom during the financial year 1915-16.

railway in India and is therefore not the same as the total production and imports.]

XXVIII.

SPICES.

(4) Ginger.		(5) Pepper.		(6) Others.		TOTAL.		NUMBER. Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
272	273	274	275	276	277	278	279	280
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
229	5,459	4,887	40,920	8,467	78,477	35,520	4,04,741	1
485	9,110	645	15,591	13,450	1,44,726	21,518	2,67,881	2
791	8,961	959	14,917	6,667	49,828	41,560	3,38,169	3
1,811	17,892	2,109	48,341	13,942	2,08,602	42,490	7,55,150	4
476	10,235	649	14,201	16,655	2,20,341	50,141	7,16,314	5
568	6,894	5,918	56,019	26,401	2,09,495	35,110	3,09,204	6
45	513	32	387	2,287	18,367	10,084	90,311	7
3,194	34,727	1,053	24,705	6,761	56,460	21,024	2,06,886	8
1,057	7,395	347	2,856	3,290	17,909	10,129	95,417	9
1,291	12,883	9,347	52,353	137	1,583	63,206	4,39,797	10
5	32	55	515	400	3,614	6,827	49,252	12
1,509	12,765	762	7,836	4,828	36,834	21,498	1,57,960	13
27	30	52	332	289	1,639	868	5,017	14
8	45	...	2	302	1,147	1,086	4,528	15
452	6,905	396	9,796	15,573	1,16,385	23,204	1,94,210	2
2,414	27,133	66	1,342	324	3,111	20,136	2,69,513	16
...	...	...	...	...	...	...	...	18
10	43	1	4	439	1,438	1,570	4,860	19
17	61	1	4	18	68	133	516	20
54	421	30	193	1,089	5,211	3,492	23,529	21
7	24	4	16	161	623	959	3,894	22
14	51	...	...	475	1,514	916	3,490	23
23	297	30	391	848	7,664	3,565	39,170	7
177	825	3	10	464	2,023	3,136	23,448	26
15	103	2	19	79	365	234	1,329	27
14,67	1,62,804	27,348	2,90,750	122,796	11,82,424	468,406	49,06,496	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	(1) Betel-nuts.		(2) Cardamoms.		(3) Chillies.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
263	264	265	266	267	268	269	270	271
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		Brought forward ...	137,695	17,00,806	5,230	1,19,949	1,60,658	14,49,763
		2′ 6″ gauge.						
30	...	Arrah-Sasaram Light ...	...	1	...	...	6	25
31	...	Bangalore-Chik Ballapur Light	1	3	...	...	1	3
33	...	Baraset-Basirhat Light ...	...	...	...	...	...	...
34	...	Barsi Light	788	3,155	...	...	76	248
35	(*a*)	Bengal Provincial ...	20	34	...	...	4	7
36	...	Bukhtiarpur-BiharLight ...	...	...	...	...	...	...
37	...	Burdwan-Katwa ...	...	...	...	...	...	...
39	...	Champaner-Shivrajpur Light	...	...	...	...	10	33
40	...	Cutch State	62	165	...	...	50	129
41	...	Dehri-Rohtas Light ...	...	...	...	...	5	11
42	...	Dholpur-Bari	2	9	...	...	27	90
45	...	Godhra-Lunavada ...	...	1	...	...	3	10
46	...	Jessore-Jhenidah ...	...	...	...	...	...	...
48	...	Kolar District	21	36	...	...	6	20
49	...	Madaya-Light	...	...	...	...	...	Information
1	(*d*)	Mourbhanj State ...	19	54	...	...	8	20
50	...	Nadiad-Kapadvanj ...	10	43	...	...	21	71
1	(*f*)	Parlakimedi Light ...	9	10	...	...	57	66
26	(*c*)	Powayan Light	...	...	...	...	...	...
51	...	Shahdara (Delhi)-Saharanpur Light.	20	95	...	1	50	208
52	...	Tezpore-Balipara Light ...	...	...	...	...	...	...
		2′ 0″ gauge.						
53	(*a*) & (*b*)	Darjeeling-Himalayan ...	150	2,783	809	10,286	16	326
54	...	Gwalior Light ...	...	...	...	...	...	...
55	...	Howrah-Amta Light ...	...	...	...	...	...	...
56	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
57	...	Jagadhri Light	...	...	...	...	...	...
58	...	Jorhat (Provincial) ...	...	...	...	...	...	...
59	...	Kulasc-Karapatnam-Tissianvillai Light.	39	154	...	...	...	...
60	...	Tarikere-Narasimharajapura...	...	...	...	...	...	...
		Total 1915-16 ...	138,856	17,07,349	6,039	1,30,236	160,998	14,51,030
		Total 1914-15 ...	129,827	15,84,654	4,126	81,206	158,131	14,89,308
		Increase ...	9,029	1,22,695	1,913	49,030	2,867	...
		Decrease ...	...	...	...	...	...	38,278

earnings therefrom during the financial year 1915-16.

railway in India and is therefore not the same as the total production and imports.]

XXVIII.								Number.
Spices.								
(4) Ginger.		(5) Pepper.		(6) Others.		Total.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
272	273	274	275	276	277	278	279	280
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
14,679	1,62,804	27,348	2,90,750	122,796	11,82,424	468,406	49,06,496	
...	...	...	...	44	131	50	157	30
...	...	...	...	62	121	64	127	31
...	...	...	...	...	...	...	...	33
10	44	7	32	250	1,070	1,131	4,549	34
...	...	1	2	10	17	35	60	35
...	...	...	...	...	...	...	...	36
...	...	...	...	...	...	...	...	37
...	...	...	...	6	10	16	43	39
5	10	3	10	59	105	179	419	40
...	...	...	...	7	15	12	26	41
...	...	...	...	290	701	319	809	42
2	6	...	...	82	278	87	295	45
...	...	...	...	...	...	...	...	46
...	...	...	...	106	139	133	195	48
not available.	...	...	...	...	...	...	...	49
...	...	...	...	10	30	37	104	1
3	10	1	3	95	246	130	373	50
2	10	...	...	57	64	125	150	1
...	...	...	...	...	...	...	...	26
14	59	...	...	30	94	114	457	51
...	...	...	...	...	...	...	...	52
...	..	28	630	47	810	1,050	14,835	53
...	...	...	...	...	...	...	...	54
...	...	...	...	...	...	...	...	55
...	...	...	...	...	...	...	...	56
...	...	...	...	...	...	...	...	57
...	...	...	...	...	...	...	...	58
2	5	...	...	25	64	86	223	59
...	...	...	...	...	...	...	...	60
14,717	1,62,948	27,388	2,91,427	123 976	11,86,319	471,974	49,29,309	
14,047	1,57,148	28,747	3,18,630	103,454	9,76,847	438,332	46,07,793	
670	5,800	...	...	20,522	2,09,472	33,642	3,21,513	
...	...	1,359	27,203	...	...	...	...	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	XXIX. Sugar.					
			(1) Refined or crystallised including sugarcandy.		(2) Unrefined. (a) Sugar.		(b) Gur, rab, jaggery, molasses and other saccharine produce.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
281	282	283	284	285	286	287	288	289
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(a) to (c), (e), (g) & (k)	Bengal-Nagpur	18,555	1,55,195	11,430	1,00,598	23,290	1,73,664
2	(a) to (e) & (m) to (r)	Bombay, Baroda and Central India.	42,474	5,73,235	3,218	32,735	42,769	4,87,804
3	(a) to (e)	Eastern Bengal ...	20,734	1,71,411	15,810	92,551	56,380	2,63,326
4	(a) to (c)	East Indian	64,905	8,39,909	75,466	7,43,099	175,060	10,25,207
5	(a) to (j)	Great Indian Peninsula ...	76,053	7,98,459	6,509	57,764	127,671	11,37,477
6	(a) to (m)	Madras and Southern Mahratta	24,547	1,59,225	9,350	67,385	86,237	5,90,846
7	(a) & (b)	Nizam's Guaranteed State ...	3,887	33,042	334	2,173	5,163	39,403
8	(a) to (s)	North Western ...	105,771	18,97,660	82,352	5,50,051	146,637	10,92,591
9	(a) to (c)	Oudh and Rohilkhand ...	23,619	1,64,075	52,508	2,77,999	83,561	4,36,844
10	(a) to (l)	South Indian	23,506	1,38,719	3,165	14,307	37,418	2,43,382
		3′ 3½″ gauge.						
12	(a)	Assam-Bengal	1,141	6,992	1,801	7,376	4,240	20,924
13	(a) & (b)	Bengal and North-Western ...	12,367	82,483	48,016	3,09,079	143,712	7,56,580
14	(a) & (b)	Bengal Docars	1,040	5,135	749	5,721	1,366	4,694
15	(a) & (b)	Bhavnagar State ...	4,356	16,209	...	...	1,887	6,617
2	(f) to (l)	Bombay, Baroda and Central India.	24,160	1,88,613	43,392	3,10,780	99,737	8,32,797
16	(a) to (c)	Burma	632	7,072	6,633	71,533	32,987	2,56,506
18	(a) & (b)	Dibru Sadiya	...	...	...	...	1,081	8,188
19	(a) to (c)	Gondal-Porbandar State ...	3,564	8,998	381	984	1,485	3,751
20	...	Jamnagar	719	1,428	2	4	389	913
21	(a) to (f)	Jodhpur-Bikaner ...	9,663	46,978	5,236	27,245	14,551	85,680
22	...	Junagad State	2,019	6,773	147	488	611	1,787
23	...	Morvi	221	622	42	113	456	1,166
7	(c) to (e)	Nizam's Guaranteed State ...	3,497	32,216	135	1,036	3,756	30,800
26	(a) & (b)	Rohilkund and Kumaon ...	4,183	14,277	9,243	27,639	24,345	1,24,311
27	...	Udaipur-Chitorgarh ...	729	3,440	353	1,910	1,120	5,372
		Carried over ...	472,342	53,52,166	376,272	27,02,570	1,115,969	76,30,630

DIX 11—*contd.*

earnings therefrom during the financial year 1915-1.

each railway in India and is therefore not the same as the total production and imports.]

XXX								Number
Tea.								
Total.		(1) Foreign.		(2) Indian.		Total.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
290	291	292	293	294	295	296	297	298
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
53,275	4,29,457	...	...	9,339	1,58,100	9,339	1,58,100	1
88,461	10,93,774	1,210	18,253	1,001	19,637	2,211	37,890	2
92,924	5,27,288	...	...	50,060	9,49,151	50,060	9,49,151	3
315,431	26,08,215	...	...	2,610	67,878	2,610	67,878	4
210,233	19,93,700	322	4,093	10,753	1,35,438	11,075	1,39,531	5
120,134	8,17,456	104	1,307	1,847	22,528	1,951	23,835	6
9,384	74,618	22	234	66	996	88	1,230	7
334,760	35,40,302	1,267	32,468	3,817	66,431	5,084	98,899	8
159,688	8,78,918	...	...	2,254	12,571	2,254	12,571	9
64,089	3,96,408	...	5	10,490	97,163	10,490	97,168	10
7,182	35,292	...	...	51,610	5,71,532	51,610	5,71,532	12
204,095	11,48,142	...	...	81	1,242	81	1,242	13
3,155	15,550	...	...	24,703	5,12,233	24,703	5,12,233	14
6,243	23,826	3	14	75	365	78	379	15
167,289	13,32,190	737	18,058	318	4,026	1,055	22,084	2
40,252	3,35,111	203	3,302	2,931	58,132	3,134	61,434	16
1,081	8,188	...	...	18,359	141,874	18,359	1,41,874	18
5,430	13,733	...	1	112	504	112	505	19
1,110	2,345	...	...	23	77	23	77	20
29,450	1,59,903	2	22	10	100	12	122	21
2,777	9,048	...	...	78	349	78	349	22
719	1,901	4	28	43	269	47	297	23
7,388	64,052	17	222	7	90	24	312	7
37,771	1,66,227	...	...	139	1,493	139	1,493	26
2,202	10,722	1	2	2	20	3	22	27
1,964,523	1,56,85,366	3,892	78,009	190,728	28,22,199	194,620	29,00,208	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	XXIX. Sugar.					
			(1) Refined or crystallised including sugarcandy.		(2) Unrefined. (a) Sugar.		(b) Gur, rab, jaggery, molasses and other saccharine produce.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
281	282	283	284	285	286	287	288	289
		Brought forward ...	Tons. 472,342	Rs. 53,52,166	Tons. 376,272	Rs. 27,02,570	Tons. 1,115,909	Rs. 76,30,630
		2' 6" gauge.						
30	...	Arrah-Sasaram Light ...	30	38	437	1,030	433	753
31	...	Bangalore-Chik Ballapur Light	17	21	908	1,506	194	294
33	...	Baraset-Basirhat Light ...	...	...	...	...	...	...
34	...	Barsi Light	1,325	4,514	...	...	673	2,103
35	(a)	Bengal Provincial ...	44	48	37	51	70	91
36	...	Bukhtiarpur-Bihar Light ...	...	...	...	...	...	...
37	...	Burdwan-Katwa ...	...	...	...	...	...	...
39	...	Champaner-Shivrajpur Light	18	29	...	...	5	9
40	...	Cutch State	138	463	393	1,297	1,327	4,198
41	...	Debri-Rohtas Light ...	...	...	280	242	311	304
42	...	Dholpur-Bari	209	495	72	163	577	1,344
45	...	Godhra-Lunavada ...	30	94	...	...	22	57
46	...	Jessore-Jhenidah ...	...	...	...	...	...	...
48	...	Kolar District ...	34	37	461	482	5	7
49	...	Madaya Light	...	...	...	...	...	Information
1	(d)	Mourbhanj State ...	13	34	...	...	13	34
50	...	Nadiad-Kapadvanj ...	162	408	...	...	384	993
1	(f)	Parlakimedi Light ...	195	165	...	...	93	76
26	(c)	Powayan Light	...	...	...	...	336	315
51	...	Shahdara (Delhi)-Saharanpur Light.	91	227	7,203	22,201	12,917	35,192
52	...	Tezpore-Balipara Light ...	...	...	18	94	...	...
		2' 0" gauge.						
53	(a) & (b)	Darjeeling-Himalayan ...	212	3,676	1,111	15,409	247	1,544
54	...	Gwalior Light ...	...	...	...	...	...	...
55	...	Howrah-Amta Light ...	...	...	...	...	...	...
56	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
57	...	Jagadhri Light	...	...	...	...	...	...
58	...	Jorhat (Provincial) ...	...	...	...	...	...	...
59	...	Kulase-Karapatnam-Tissianvillai Light.	595	163	...	...	2,253	3,575
60	...	Tarikere-Narasimharajapura...	...	...	...	...	...	...
		TOTAL 1915-16 ...	475,455	53,62,578	387,262	27,45,045	1,135,769	76,81,519
		TOTAL 1914-15 ...	467,208	49,79,530	379,055	25,26,283	1,137,656	72,12,687
		INCREASE ...	8,247	3,83,048	8,207	2,18,762	...	4,68,832
		DECREASE ...	...	...	...	...	1,887	...

DIX 11—*contd.*

earnings therefrom during the financial year 1915-16.

railway in India and is therefore not the same as the total production and imports.]

XXX. Tea. Total. Quantity.	XXX. Tea. Total. Earnings.	XXX. Tea. (1) Foreign. Quantity.	XXX. Tea. (1) Foreign. Earnings.	XXX. Tea. (2) Indian. Quantity.	XXX. Tea. (2) Indian. Earnings.	XXX. Tea. Total. Quantity.	XXX. Tea. Total. Earnings.	Number. Main head.
290	291	292	293	294	295	296	297	298
Tons. 1,964,523	Rs. 1,56,85,366	Tons. 3,892	Rs. 78,009	Tons. 190,728	Rs. 28,22,199	Tons. 194,620	Rs. 29,00,208	
950	1,821	...	...	1	2	1	2	30
1,119	1,821	...	...	...	...	...	...	31
...	...	...	...	...	...	...	...	33
1,998	6,617	8	32	6	25	14	57	34
151	190	...	...	...	...	...	...	35
...	...	...	...	...	...	...	...	36
...	...	...	...	...	...	...	...	37
23	38	1	...	...	...	1	...	39
1,858	5,958	...	...	4	13	4	13	40
591	546	...	...	...	...	...	...	41
858	2,002	...	...	...	...	...	...	42
52	151	1	2	...	...	1	2	45
...	...	...	...	...	...	...	...	46
520	526	...	...	...	...	...	...	48
not available.	...	...	...	...	...	...	...	49
26	68	...	...	...	...	...	...	1
546	1,401	7	27	...	2	7	29	50
288	241	...	...	...	1	...	1	1
336	315	...	...	...	...	...	...	26
20,211	57,620	...	...	...	1	...	1	51
18	94	...	...	6,830	32,419	6,830	32,419	52
1,570	20,629	...	...	6,146	85,410	6,146	85,410	53
...	...	...	...	...	...	...	...	54
...	...	...	...	...	...	...	...	55
...	...	...	...	...	...	...	...	56
...	...	...	...	...	...	...	...	57
...	...	...	...	...	...	...	...	58
2,848	3,738	...	...	...	...	...	...	59
...	...	...	...	...	...	...	...	60
1,998,486	1,57,89,142	3,909	78,070	203,715	29,40,072	207,624	30,18,142	
1,993,919	1,47,18,500	4,170	87,737	164,335	23,44,788	168,505	24,32,525	
14,567	10,70,642	...	...	39,380	5,95,284	39,119	5,85,617	
...	...	261	9,667	...	...	...	...	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	XXXI. Tobacco.					
			(1) Unmanufactured.		(2) Manufactured.			
					(a) Cigars.		(b) Other sorts.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
299	300	301	302	303	304	305	306	307
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		5′ 6″ gauge.						
1	(*a*) to (*c*), (*e*), (*g*)&(*h*)	Bengal-Nagpur	16,119	1,68,976	...	...	1,572	28,412
2	(*a*) to (*e*) & (*m*) to (*r*).	Bombay, Baroda and Central India.	19,115	1,48,314	32	822	664	11,519
3	(*a*) to (*e*)	Eastern Bengal ...	48,103	4,07,300	...	...	3,375	43,573
4	(*a*) to (*c*)	East Indian	39,020	3,23,760	15	528	9,633	1,80,061
5	(*a*) to (*j*)	Great Indian Peninsula ...	14,272	1,48,215	409	18,903	2,405	62,861
6	(*a*) to (*m*)	Madras and Southern Mahratta	38,260	2,93,706	523	10,300	4,031	50,747
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	1,909	26,043	31	473	518	5,796
8	(*a*) to (*s*)	North Western ...	25,203	2,22,052	18	323	5,045	1,15,349
9	(*a*) to (*c*)	Oudh and Rohilkhand ...	6,688	45,549	6	49	888	8,390
10	(*a*) to (*l*)	South Indian	25,899	1,52,960	1,222	21,286	1,777	19,673
		3′ 3½″ gauge.						
12	(*a*)	Assam-Bengal	3,327	23,154	...	...	336	5,240
13	(*a*) & (*b*)	Bengal and North-Western ...	42,220	3,28,682	2	16	1,117	11,313
14	(*a*) & (*b*)	Bengal Dooars	9,481	33,502	267	2,861	110	1,270
15	(*a*) & (*b*)	Bhavnagar State ...	1,352	4,697	25	209	189	816
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	18,070	1,41,410	30	395	830	12,287
16	(*a*) to (*c*)	Burma	8,374	66,841	518	9,144	1,605	20,687
18	(*a*) & (*b*)	Dibru-Sadiya	...	...	...	...	...	...
19	(*a*) to (*c*)	Gondal-Porbandar State ...	1,004	3,270	41	271	1,800	6,154
20	...	Jamnagar	280	1,222	5	24	48	227
21	(*a*) to (*f*)	Jodhpur-Bikaner ...	4,061	23,013	4	72	429	3,797
22	...	Junagad State	321	1,034	...	7	60	259
23	...	Morvi	1,109	3,836	1	12	83	424
7	(*c*) to (*e*)	Nizam's Guaranteed State ...	495	8,485	...	8	254	4,633
26	(*a*) & (*b*)	Rohilkund and Kumaon ...	4,101	19,661	...	...	247	1,818
27	...	Udaipur-Chitorgarh ...	418	1,977	...	...	19	132
		Carried over ...	329,201	25,97,659	3,149	65,703	37,035	5,95,438

DIX 11—*contd.*

earnings therefrom during the financial year 1915-16.

railway in India and is therefore not the same as the total production and imports.]

	XXXII.						Number,
	Wood.						
Total.	(1) Timber, unwrought.		(2) Manufactures.		Total.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
308	309	310	311	312	313	314	315	316
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
17,691	1,97,388	95,375	4,23,667	6,059	56,492	101,434	4,80,159	1
19,811	1,60,655	90,447	3,86,823	5,502	57,664	95,949	4,44,487	2
51,478	4,50,873	58,106	1,80,687	16,191	1,44,172	74,297	3,24,859	3
48,668	5,04,349	101,637	3,72,403	10,009	1,07,201	111,646	4,79,604	4
17,086	2,29,979	157,805	7,13,417	8,269	99,472	166,074	8,12,889	5
42,814	3,54,753	158,850	6,73,636	13,234	105,217	172,084	7,78,853	6
2,458	32,312	67,602	2,22,933	1,490	8,703	69,092	2,31,636	7
30,266	3,37,724	173,713	5,76,912	13,967	1,27,440	187,680	7,04,352	8
7,582	53,988	132,485	2,98,147	6,985	44,994	139,470	3,43,141	9
28,898	1,93,919	317,507	8,72,180	8,821	75,684	326,328	9,47,864	10
3,663	28,394	7,550	26,812	9,851	68,780	17,401	95,592	12
43,339	3,40,011	67,937	2,30,109	6,124	40,944	74,061	2,71,053	13
9,858	37,633	3,667	10,336	5,351	49,082	9,018	59,418	14
1,566	5,722	14,028	54,186	788	3,360	14,816	57,546	15
18,930	1,54,092	51,798	2,15,427	4,183	29,533	55,981	2,44,960	2
10,497	96,672	150,243	5,71,173	1,800	16,858	152,043	5,88,031	16
...	...	7,677	28,158	...	...	7,677	28,158	18
2,845	9,695	12,996	37,101	583	2,399	13,579	39,500	19
333	1,473	666	1,346	54	433	720	1,779	20
4,494	26,882	11,213	50,777	1,197	7,065	12,410	57,842	21
381	1,300	2,658	7,825	218	827	2,876	8,652	22
1,193	4,272	2,532	6,820	245	1,161	2,777	7,981	23
749	13,126	7,487	32,019	960	8,484	8,447	40,503	7
4,343	21,479	54,349	1,86,742	1,062	6,293	55,411	1,93,035	26
437	2,109	221	904	27	128	248	1,032	27
369,385	32,58,800	1,748,549	61,80,540	122,970	10,62,386	1,871,519	72,42,926	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Classification No. of Railway (Detailed in "Index" to Appendix 1.)		Railway system.	XXXI. Tobacco.					
			(1) Unmanufactured.		(2) Manufactured. (a) Cigars.		(b) Other sorts.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
299	300	301	302	303	304	305	306	307
		Brought forward ...	Tons. 329,201	Rs. 25,97,659	Tons. 3,149	Rs. 65,703	Tons. 37,035	Rs. 5,95,438
		2′ 6″ gauge.						
30	...	Arrah-Sasaram Light ...	283	774	...	...	82	113
31	...	Bangalore-Chik Ballapur Light	158	267	1	2	10	29
33	...	Baraset-Basirhat Light ...	...	...	...	...	...	...
34	...	Barsi Light	97	355	5	36	124	839
35	(a)	Bengal Provincial ...	34	56	...	...	10	20
36	...	Bukhtiarpur-Bihar Light ...	...	...	...	...	...	...
37	...	Burdwan Katwa... ...	...	...	...	...	...	...
39	...	Champaner-Shivrajpur Light	12	39	...	...	...	1
40	...	Cutch State	2	7	26	79	...	...
41	...	Dehri-Rohtas Light ...	4	9	...	...	...	...
42	...	Dholpur-Bari	11	37	...	...	...	...
45	...	Godhra-Lunavadah ...	26	87	...	...	1	6
46	...	Jessore-Jhenida ...	...	...	...	...	...	...
48	...	Kolar District ...	173	336	...	...	14	27
49	...	Madaya Light	...	...	...	...	...	Information
1	(d)	Mourbhanj State ...	6	17	...	...	8	18
50	...	Nadiad-Kapadvanj ...	63	153	...	...	1	2
1	(f)	Parlakimedi Light ...	80	96	...	...	7	7
26	(c)	Powayan Light	...	...	...	...	...	...
51	...	Shahdara (Delhi)-Saharanpur Light.	560	1,958	...	...	3	13
52	...	Tezpore-Balipara Light ...	5	25	...	...	...	...
		2′ 0″ gauge.						
53	(a) & (b)	Darjeeling-Himalayan ...	444	3,213	462	9,213	77	1,300
54	...	Gwalior Light	...	...	...	...	...	...
55	...	Howrah-Amta Light ...	...	...	...	...	...	...
56	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
57	...	Jagadhri Light	...	...		...	...	...
58	...	Jorhat (Provincial) ...	...	...	...	...	...	...
59	...	Kulase-Karapatnam-Tissian-villai Light.	...	...	...	...	68	164
60	...	Tarikere-Narasimharajapura...	...	...	...	...	...	...
		Total 1915-16 ...	331,159	26,05,088	3,643	75,033	37,440	5,97,977
		Total 1914-15 ...	331,853	26,54,958	7,091	1,26,213	32,714	5,28,013
		Increase ...	...	...	...	...	4,726	69,964
		Decrease ...	694	49,870	3,448	51,180	...	...

DIX 11—*contd.*

earnings therefrom during the financial year 1915-16.

railway in India and is therefore not the same as the total production and imports.]

	XXXII.							Numbers.
	Wood.							
Total.		(1) Timber, unwrought.		(2) Manufactures.		Total.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
308	309	310	311	312	313	314	315	316
Tons. 369,385	Rs. 32,58,800	Tons. 1,748,549	Rs. 61,80,540	Tons. 122,970	Rs. 10,62,386	Tons. 1,871,519	Rs. 72,42,926	
365	887	60	165	55	205	115	370	30
169	298	84	175	3	8	87	183	31
...	...	...	...	...	...	...	...	33
226	1,230	1,364	3,750	269	1,028	1,633	4,778	34
44	76	285	275	43	87	328	362	35
...	...	...	...	...	...	...	...	36
...	...	...	...	...	...	...	...	37
12	40	1,435	1,304	6	10	1,441	1,314	39
28	86	619	1,253	7	17	626	1,270	40
4	9	58	81	11	24	69	105	41
11	37	647	932	14	49	661	981	42
27	93	217	427	12	43	229	470	45
...	...	...	...	...	...	...	...	46
187	363	97	108	10	18	107	126	48
not available	...	...	...	...	...	...	...	49
14	35	1,217	2,492	13	34	1,230	2,526	1
64	155	965	1,419	35	130	1,000	1,549	50
87	103	156	158	86	87	242	245	1
...	...	862	714	...	...	862	714	26
563	1,971	2,108	4,763	133	535	2,241	5,298	51
5	25	...	...	...	...	...	...	52
983	13,726	624	3,760	767	11,047	1,391	14,807	53
...	...	...	...	...	...	...	...	54
...	...	...	...	...	...	...	...	55
...	...	...	...	...	...	...	...	56
...	...	...	...	...	...	...	...	57
...	...	...	...	...	...	...	...	58
68	164	3,138	1,467	12	23	3,150	1,490	59
...	...	1,827	3,910	...	...	1,827	3,910	60
372,242	32,78,098	1,764,312	62,07,693	124,446	10,75,731	1,888,758	72,83,424	
371,658	33,09,184	1,966,552	65,94,021	125,909	10,38,270	2,092,461	76,32,291	
584	...	...	...	...	37,461	...	...	
...	31,086	202,240	3,86,328	1,463	...	203,703	3,48,867	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	XXXIII. Wool.					
			(1) Raw.		(2) Manufac			
					(a) Carpets and rugs.		(b) Piece-goods, European.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
317	318	319	320	321	322	323	324	325
		5'.6" gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(a) to (e), (g) & (h)	Bengal-Nagpur	165	3,751	...	...	...	...
2	(a) to (e) & (m) to (r)	Bombay, Baroda and Central India.	10,089	2,02,864	116	3,153	215	8,151
3	(a) to (e)	Eastern Bengal ...	1,426	18,004	...	...	...	...
4	(a) to (c)	East Indian	3,953	49,053	822	13,418	154	3,532
5	(a) to (j)	Great Indian Peninsula ...	1,919	39,019	261	11,835	165	2,782
6	(a) to (m)	Madras and Southern Mahratta	2,081	34,052	330	4,843	15	217
7	(a) & (b)	Nizam's Guaranteed State ...	476	10,575	85	1,048	5	54
8	(a) to (s)	North Western	45,774	11,24,403	163	3,790	324	6,721
9	(a) to (c)	Oudh and Rohilkhand ...	1,076	12,525	102	654	118	1,132
10	(a) to (l)	South Indian	353	3,582	180	2,644	2	40
		3' 3⅜" gauge.						
12	(a)	Assam-Bengal	...	6	...	3	...	...
13	(a) & (b)	Bengal and North-Western ...	413	7,029	105	844	13	194
14	(a) & (b)	Bengal Dooars	2	20	...	...	...	...
15	(a) & (b)	Bhavnagar State ...	846	7,679	...	...	...	...
2	(f) to (l)	Bombay, Baroda and Central India.	17,459	3,05,845	278	8,451	80	2,321
16	(a) to (c)	Burma	19	347	47	1,068	1	22
18	(a) & (b)	Dibru-Sadiya	...	...	...	...	...	...
19	(a) to (c)	Gondal-Porbandar State ...	803	3,615	1	6	...	...
20	...	Jamnagar	240	1,025	5	9	1	1
21*	(a) to (f)	Jodhpur-Bikaner ...	7,215	82,205	5	38	22	293
22	...	Junagad State	134	674	...	...	...	...
23	...	Morvi	580	3,732	...	...	...	...
7	(c) to (e)	Nizam's Guaranteed State ...	30	468	17	330	...	...
26	(a) & (b)	Rohilkund and Kumaon ...	402	4,729	7	40	...	...
27	...	Udaipur Chitorgarh ...	168	1,101	2	15	...	...
		Carried over ...	95,623	19,16,303	2,526	52,189	1,115	25,460

DIX 11—*contd.*

earnings therefrom during the financial year 1915-16.

railway in India and is therefore not the same as the total production and imports.]

tured.						XXXIV.		NUMBER
(c) Piece-goods, Indian.		(d) Other sorts of manufactures.		TOTAL.		All other articles of merchandise.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Main head.
326	327	328	329	330	331	332	333	334
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
...	...	145	2,706	310	6,457	287,518	13,41,953	1
227	4,215	32	607	10,679	2,18,990	578,711	27,72,908	2
...	...	307	4,739	1,733	22,743	214,486	6,71,017	3
513	10,950	1,334	19,600	6,776	96,553	784,970	45,87,972	4
323	14,247	1,397	25,964	4,065	93,847	454,393	31,31,372	5
81	1,132	1,704	21,711	4,211	61,955	354,378	18,50,853	6
305	3,678	...	1	871	15,356	11,922	76,366	7
800	14,777	1,899	30,911	48,960	11,80,602	668,216	45,08,424	8
1,120	11,061	623	4,454	3,039	29,826	267,573	9,26,873	9
337	7,003	44	575	916	13,844	386,399	20,61,995	10
...	...	59	773	59	782	24,235	1,27,689	12
237	2,434	32	235	800	10,736	82,567	3,40,329	13
...	...	29	347	31	367	6,541	61,459	14
...	1	19	106	865	7,786	7,764	27,881	15
428	7,915	38	448	18,283	3,24,980	166,172	13,43,614	2
...	...	4	63	71	1,500	177,235	10,42,200	16
...	...	...	...	...	...	55,229	86,213	18
2	4	22	46	828	3,671	9,516	27,819	19
...	1	3	22	249	1,058	2,021	5,624	20
6	86	195	1,839	7,443	84,461	60,560	1,68,975	21
...	2	...	2	134	678	5,977	20,168	22
...	...	21	128	601	3,860	2,892	12,498	23
143	1,182	...	...	190	1,980	5,789	63,067	7
...	...	80	442	489	5,211	88,926	2,02,293	26
...	4	...	1	170	1,121	922	5,434	27
4,522	78,692	7,987	115,720	111,773	21,88,364	4,704,912	2,54,64,996	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

XXXIII

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Wool.					
			(1) Raw.		(2) Manufac			
					(a) Carpets and rugs.		(b) Piece-goods, European.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
317	318	319	320	321	322	323	324	325
		Brought forward ...	Tons. 95,623	Rs. 19,16,303	Tons. 2,526	Rs. 52,189	Tons. 1,115	Rs. 25,460
		2' 6" gauge.						
30	...	Arrah-Sasaram Light ...	1	3	...	...	...	...
31	...	Bangalore-Chik Ballapur Light	15	31	...	...	...	...
33	...	Baraset-Basirhat Light ...	...	...	...	...	...	...
34	...	Barsi Light	1	6	7	48	...	...
35	(a)	Bengal Provincial ...	...	...	...	...	...	...
36	...	Bukhtiarpur-Bihar Light ...	...	...	...	...	...	...
37	...	Burdwan-Katwa ...	...	...	...	...	...	...
39	...	Champaner-Shivrajpur Light	7	14	...	...	...	...
40	...	Cutch State	265	184	...	...	...	...
41	...	Dehri-Rohtas Light ...	1	2	...	...	...	...
42	...	Dholpur-Bari	3	15	...	...	...	...
45	...	Godhra-Lunavada ...	...	...	...	...	...	...
46	...	Jessore-Jhenidah ...	...	...	...	...	...	...
48	...	Kolar District	1	2	...	...	...	...
49	...	Madaya Light	...	...		...	...	Information
1	(d)	Mourbhanj State ...	...	...	...	...	...	...
50	...	Nadiad-Kapadvanj ...	54	265	...	...	...	...
1	(f)	Parlakimedi Light ...	...	...	...	...	...	...
26	(e)	Powayan Light	...	...	...	...	...	...
51	...	Shahdara (Delhi)-Saharanpur Light.	8	40	...	...	...	...
52	...	Tezpore-Balipara Light ...	...	...	...	...	...	...
		2' 0" gauge.						
53	(a) & (b)	Darjeeling-Himalayan ...	1,389	8,198	2	59	3	82
54	...	Gwalior Light ...	...	...	...	...	...	...
55	...	Howrah-Amta Light ...	...	...	...	...	...	...
56	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...
57	...	Jagdhari Light ...	...	...	...	...	...	...
58	...	Jorhat (Provincial) ...	...	...	...	...	...	...
59	...	Kulasekarapatnam Tissianvillai Light.	...	...	...	...	...	...
60	...	Tarikere-Narasimharajapura...	...	...	...	...	...	...
		Total 1915-16 ...	97,368	19,25,063	2,535	52,296	1,118	25,542
		Total 1914-15 ...	71,908	12,28,649	2,577	41,338	972	32,781
		Increase ...	25,460	6,96,414	...	10,958	146	...
		Decrease ...	...	...	42	...	...	7,239

DIX 11—*contd.*

earnings therefrom during the financial year 1915-16.

railway in India and is therefore not the same as the total production and imports.]

						XXXIV.		Number.
tured.						All other articles of merchandise.		
(*c*) Piece-goods, Indian.		(*d*) Other sorts of manufactures.		Total.				Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
326	327	328	329	330	331	332	333	334
Tons. 4,522	Rs. 78,692	Tons. 7,987	Rs. 1,15,720	Tons. 111,773	Rs. 21,88,364	Tons. 4,704,912	Rs. 2,54,64,996	
1	1	2	8	4	12	388	1,044	30
...	...	...	...	15	31	733	992	31
...	...	...	...	...	...	*30,395	*63,497	33
...	...	100	380	108	434	— 1,084	— 11,446	34
...	...	...	...	...	...	33,055	21,273	35
...	...	...	...	...	...	*24,657	*48,222	36
...	...	...	...	...	...	*1,448	*2,614	37
...	...	...	...	7	14	5,841	4,808	39
...	...	...	...	265	184	719	1,450	40
...	...	...	...	1	2	1,126	1,452	41
...	...	...	...	3	15	547	795	42
...	...	...	...	...	...	2,595	2,966	45
...	...	..	...	...	...	*4,110	*9,771	46
1	1	...	...	2	3	271	184	48
not available.	...	...	...	...	...	...	...	49
...	...	1	2	1	2	4,449	5,689	1
...	...	...	...	54	265	2,812	4,277	50
...	...	...	...	...	...	450	411	1
...	...	...	...	...	...	19,471	19,787	26
...	1	1	8	9	49	5,906	17,815	51
..	...	...	...	...	...	2,277	9,728	52
5	135	...	16	1,399	8,490	5,617	58,925	53
...	...	...	...	...	...	*104,259	*3,20,829	54
...	...	...	...	...	...	*39,059	*75,143	55
...	...	...	...	...	...	*13,674	*19,102	56
...	...	...	...	...	...	*10,911	*9,206	57
...	...	...	...	...	...	*30,000	*1,15,000	58
...	...	...	...	...	...	1,471	1,113	59
...	...	...	...	...	...	13	27	60
4,529	78,830	8,091	1,16,134	113,641	21,97,865	5,050,082	2,62,69,772	
3,556	73,935	8,085	1,47,013	87,098	15,23,716	4,561,991	2,38,59,946	
973	4,895	6	...	26,543	6,74,149	488,091	24,09,826	
...	...	...	30,879	...	...	...	...	

* Represents total articles of merchandise and earnings therefrom.

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	GRAND TOTAL.		(1) Horses.		(2) Cattle.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
335	336	337	338	339	340	341	342	343
		5′ 6″ gauge.	Tons.	Rs. (a)	Tons.‡	Rs.	Tons.‡	Rs.
1	(a) to (c), (e), (g) & (h)	Bengal-Nagpur ...	6,619,041	2,76,43,387	392	24,716	18,148	1,09,196
2	(a) to (e) & (m) to (r)	Bombay, Baroda and Central India.	3,263,436	2,40,14,834	587	16,380	24,976	3,25,513
3	(a) to (e)	Eastern Bengal ...	4,332,737	1,73,41,755	373	5,041	14,674	94,046
4	(a) to (c)	East Indian	14,949,446	6,34,43,536	5,308	3,40,418	11,093	2,79,629
5	(a) to (j)	Great Indian Peninsula ...	7,048,614	6,33,14,743	1,626	74,826	12,152	1,13,471
6	(a) to (m)	Madras and Southern Mahratta	3,724,733	2,50,66,636	1,078	44,567	4,470	54,730
7	(a) & (d)	Nizam's Guaranteed State ...	1,021,257	45,61,575	232	3,657	75	1,170
8	(a) to (s)	North Western ...	6,277,021	4,77,87,199	8,680	2,62,315	21,963	3,16,159
9	(a) to (c)	Oudh and Rohilkhand ...	2,074,314	88,93,489	2,438	80,690	3,670	47,234
10	(a) to (l)	South Indian ...	2,793,447	1,37,78,919	161	1,870	7,029	35,574
		3′ 3¾″ gauge.						
12	(a)	Assam-Bengal ...	682,719	*29,53,490	62	634	681	5,900
13	(a) & (b)	Bengal and North-Western ...	2,012,736	†85,74,268	99	1,246	11,184	1,30,691
14	(a) & (b)	Bengal Dooars ...	176,089	11,96,104	...	...	10	70
15	(a) & (b)	Bhavnagar State ...	242,473	6,43,607	33	495	816	4,947
2	(f) to (l)	Bombay, Baroda and Central India.	2,672,708	1,88,30,657	1,413	32,963	14,867	1,56,681
16	(a) to (e)	Burma	2,041,016	1,12,07,749	680	24,613	4,847	1,38,038
18	(a) & (b)	Dibru-Sadiya	731,142	12,02,510	...	...	105	899
19	(a) to (c)	Gondal-Porbandar State ...	§273,232	5,85,632	9	74	525	2,106
20	...	Jamnagar	40,596	91,835	4	35	23	109
21	(a) to (f)	Jodhpur-Bikaner ...	1,060,672	44,88,893	242	3,125	2,935	32,454
22	...	Junagad State	151,025	2,91,653	1	9	66	448
23	...	Morvi	91,095	2,22,683	57	426	360	1,624
7	(c) to (e)	Nizam's Guaranteed State ...	334,788	26,96,084	145	4,110	101	2,942
26	(a) & (b)	Rohilkund and Kumaon ...	512,496	15,99,429	20	134	167	2,173
27	...	Udaipur-Chitorgarh ...	31,394	124,418	114	790	53	312
		Carried over ...	63,158,227	35,65,55,085	23,754	9,23,134	154,990	18,60,916

(a) Excluding Rs. 1,50,000 on account of rebate on Bengal Iron and Steel Company's materials carried from 1st January 1914 to 1st March 1915 which are included in the details.

* Excluding Rs. 1,35,910 in respect of running power share over Tangi-Narayangunj section of Eastern Bengal Railway (credited to working expenses), Ferry and Jetty charges, etc., accounted for through invoices which are included in details.

† Excluding Rs. 5,67,267 in respect of ferries and steam-boats which are included in the details. The tonnage and earnings of the Cawnpore-Burhwal (3′ 3¾″ gauge link) railway are included throughout with the Bengal and North-Western railway.

§Excluding 34,647 tons on account of interchange of traffic.

DIX 11—*contd.*

earnings therefrom during the financial year 1915-16.

each railway in India and is therefore not the same as the total production and imports.]

XXXV. Animals.						Number.
(3) Sheep, etc.		(4) Elephants.		Total.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
344	345	346	347	348	349	350
Tons. ‡	Rs.	Tons. ‡	Rs.	Tons. ‡	Rs.	
3,408	48,427	3	387	21,951	1,82,726	1
21,537	4,92,913	...	...	47,100	8,34,606	2
688	6,311	7	1,038	15,742	1,06,436	3
8,036	2,42,799	3	63	24,440	8,62,939	4
4,352	85,630	39	794	18,169	2,79,721	5
10,781	1,30,356	33	472	16,362	2,30,125	6
10	136	...	...	317	4,963	7
1,323	18,976	...	...	31,956	5,97,350	8
1,802	24,078	...	...	7,910	1,52,002	9
13,197	89,006	90	1,112	20,477	1,27,562	10
215	2,747	38	407	996	‖9,650	12
875	11,670	...	...	12,158	1,43,607	13
2	26	...	...	12	96	14
21	310	...	...	870	5,752	15
11,663	1,82,206	...	...	27,943	3,71,850	2
2,824	92,974	...	...	8,351	2,55,625	16
...	...	...	...	105	899	18
1	8	...	...	¶486	2,188	19
1	6	2	20	39	170	20
206	2,980	...	...	3,383	38,559	21
4	11	...	...	71	468	22
53	990	...	...	470	3,040	23
51	1,097	...	...	297	8,149	7
3	44	...	...	190	2,351	26
28	123	...	...	195	1,225	27
81,081	14,33,724	215	4,293	259,991	42,22,029	

‡ Live-stock has been converted into tons at :—
A head of cattle, or a pony or horse ... ... = 0·25 ton.
A sheep, goat, etc. ... ... = 0·025 ton.
An elephant ... ... = 2·50 tons.

‖ Excluding Rs. 38 in respect of running power share over Tangi-Narayanganj section of Eastern Bengal Railway (credited to working expenses), Ferry and Jetty charges, etc., accounted for through invoices which are included in details.

¶ Excluding 49 tons on account of interchange of traffic.

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	GRAND TOTAL.		(1) Horses.		(2) Cattle.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
335	336	337	338	339	340	341	342	343
		Brought forward ...	Tons. 63,158,227	Rs. 3,65,55,085	Tons.* 23,754	Rs. 9,23,134	Tons.* 154,990	Rs. 18,60,916
		2' 6" gauge.						
30	...	Arrah-Sasaram Light ...	19,933	37,729	...	...	...	...
31	...	Bangalore-Chik Ballapur Light	3,627	6,242	...	...	...	...
33	...	Barasset-Basirhat Light ...	30,395	63,497	...	...	...	...
34	...	Barsi Light	159,006	5,86,399	...	...	2	41
35	(a)	Bengal Provincial ...	42,055	33,395	...	...	...	...
36	...	Bukhtiarpur-Bihar Light ...	24,657	48,222	...	...	...	...
37	...	Burdwan-Katw ...	1,448	2,614	...	...	...	...
39	...	Champaner-Shivrajpur Light...	50,340	45,988	...	...	...	...
40	...	Cutch State	23,791	50,620	...	...	...	...
41	...	Dehri-Rohtas Light ...	133,809	2,01,801	...	...	...	...
42	...	Dholpur-Bari ...	32,863	55,680	...	...	...	...
45	...	Godhra-Lunavada ...	5,955	10,709	...	...	...	...
46	...	Jessore-Jhenidah ...	4,110	9,771	...	...	...	...
48	...	Kolar District	6,891	7,780	...	...	...	...
49	...	Madaya Light	...	...	...	...	...	Information
1	(d)	Mourbhanj State ...	12,867	22,249	...	...	...	...
50	...	Nadiad-Kapadvanj ...	20,120	39,779	...	...	...	...
1	(f)	Parlakimedi Light ...	9,660	7,454	...	...	...	...
26	(e)	Powayan Light ...	27,513	30,521	...	...	...	...
51	...	Shahdara (Delhi)-Saharanpur Light.	72,536	1,87,741	...	...	...	...
52	...	Tezpore-Balipara Light ...	22,605	32,656	...	...	...	...
		2' 0" gauge.						
53	(a) & (b)	Darjeeling-Himalayan ...	70,727	7,00,122	...	...	502	3,175
54	...	Gwalior Light ...	104,259	3,20,829	...	...	...	...
55	...	Howrah-Amta Light ...	39,059	75,143	...	...	...	...
56	...	Howrah-Sheakhala Light ...	13,674	19,102	...	...	...	...
57	...	Jagadhri Light ...	10,911	9,206	...	...	...	...
58	...	Jorhat (Provincial) ...	30,000	1,15,000	...	...	...	...
59	...	Kulasekarapatnam-Tissian-villai Light.	8,705	8,816	...	...	1	1
60	...	Tarikere-Narasimharajapura...	1,840	3,937	...	...	...	...
		TOTAL 1915 16 ...	64,141,583	35,93,38,087	23,754	9,23,134	155,495	18,64,136
		TOTAL 1914-15 ...	60,118,431	32,26,54,024	21,036	9,15,936	112,773	13,46,245
		INCREASE ...	40,23,152	3,66,84,063	2,718	7,198	42,722	5,17,891
		DECREASE ...	...	...	...	...	...	...

* Live stock has been converted into tons at :—

A head of cattle, or a pony or horse ... ... = 0·25 ton.
A sheep, goat, etc. ... ... = 0·025 ton.
An elephant ... ... = 2·50 tons.

DIX 11—*concld.*

earnings therefrom during the financial year 1915-16.

each railway in India and is therefore not the same as the total production and imports.]

XXXV. ANIMALS.						NUMBER.
(3) Sheep, etc.		(4) Elephants.		TOTAL.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
344	345	346	347	348	349	350
Tons.* 81,081	Rs. 14,33,724	Tons.* 215	Rs. 4,293	Tons.* 259,991	Rs. 42,22,029	
...	...	...	...	...	...	30
...	...	...	...	...	...	31
...	...	...	...	...	...	33
...	...	...	...	2	44	34
...	...	...	...	...	...	35
...	...	...	...	...	...	36
...	...	...	...	...	...	37
...	...	...	...	...	...	39
...	...	..	...	...	...	40
...	...	...	...	...	...	41
...	...	...	...	...	...	42
...	...	...	...	...	...	45
...	...	...	...	...	...	46
...	...	...	...	...	...	48
not available.	...	...	...	...	...	49
...	...	...	...	...	...	1
...	...	...	...	...	...	50
...	...	...	...	...	...	1
...	...	...	...	...	...	26
...	...	...	...	...	...	51
...	...	...	...	...	...	52
9	207	...	...	511	3,382	53
...	...	...	...	...	...	54
...	...	...	...	...	...	55
...	...	...	...	...	...	56
...	...	...	...	...	...	57
...	...	...	...	...	...	58
5	22	...	...	6	23	59
...	...	...	...	...	...	60
81,095	14,33,953	215	4,293	260,510	42,25,478	
81,118	14,21,414	216	6,047	215,143	36,89,627	
...	12,539	...	...	45,367	5,35,851	
23	...	1	1,754	...	...	

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	1	2	3	4		
				Description of railway					
Main head.	Sub-head.			Gauge of railway.	Mean mileage worked.	Number of stations.	Total length of the under		
							$(a)\frac{1}{50}$ and less.	$(b)\frac{1}{51}$ to $\frac{1}{100}$.	$(c)\frac{1}{101}$ to $\frac{1}{1000}$.
					Miles.	No.	Miles.	Miles.	Miles.
		5′ 6″ Gauge.							
1	(a)	Bengal-Nagpur		5′ 6″	1,894·06	311	...	0·55	119·84
2	(a) to (e)	Bombay, Baroda and Central India		5′ 6″	1,343·87	212	...	1·32	0·31
3	(a)	Eastern Bengal		5′ 6″	560·14	158	...	...	...
4	(a) to (c)	East Indian		5′ 6″	2,772·50	483	6·05	18·62	49·88
5	(a) to (g)	Great Indian Peninsula		5′ 6″	3,142·23	487	19·31	2·82	72·30
6	(a) to (c)	Madras and Southern Mahratta		5′ 6″	1,043·02	216	...	13·60	34·42
7	(a) and (b)	Nizam's Guaranteed State		5′ 6″	354·70	56	...	...	79·19
8	(a) to (n)	North Western		5′ 6″	5,043·11	875	86·78	102·08	247·54
9	(a) and (b)	Oudh and Rohilkhand		5′ 6″	1,572·14	290	...	9·30	6·41
10	(a)	South Indian		5′ 6″	445·94	86	...	9·26	15·00
		3′ 3⅜″ Gauge.							
12	.....	Assam-Bengal		3′ 3⅜″	837·77	147	15·64	26·13	23·16
13	(a) and (b)	Bengal and North-Western		3′ 3⅜″	1,055·46	370	...	0·15	0·49
15	(a) and (b)	Bhavnagar State		3′ 3⅜″	247·95	41	...	0·29	1·92
2	(f) to (l)	Bombay, Baroda and Central India		3′ 3⅜″	2,231·51	317	3·40	0·23	18·75
16	(a) to (c)	Burma		3′ 3⅜″	1,598·46	316	92·97	44·22	54·60
3	(c) to (e)	Eastern Bengal		3′ 3⅜″	1,117·63	205	0·34	0·52	4·69
19	(a) to (c)	Gondal-Porbandar State		3′ 3⅜″	219·75	37	...	...	...
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley		3′ 3⅜″	441·44	71	...	...	...
20	.....	Jamnagar		3′ 3⅜″	54·22	7	...	....	0·17
21	(a) to (e)	Jodhpur-Bikaner		3′ 3⅜″	1,302·08	169	...	...	...
22	.....	Junagad State		3′ 3⅜″	120·06	18	...	...	2·54
6	(d) to (l)	Madras and Southern Mahratta		3′ 3⅜″	290·02	326	16·25	81·33	692·22
10	(c)	Nilgiri		3′ 3⅜″	28·96	12	22·95	1·61	0·27
26	(a) and (b)	Rohilkund and Kumaon		3′ 3⅜″	567·13	97	...	6·41	8·89
10	(g)	Shoranur-Cochin		3′ 3⅜″	64·75	15	...	13·75	9·14
10	(b) (d) to (f) and (h) to (j)	South Indian		3′ 3⅜″	1,135·95	280	0·04	29·33	132·56
27	.....	Udaipur-Chitorgarh		3′ 3⅜″	68·72	11	...	...	1·10
		2′ 6″ Gauge.							
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		2′ 6″	621·95	77	...	34·65	90·77
8	(o)	Jacobabad Kashmor		2′ 6″	76·70	7	...	...	...
8	(p)	Kalka-Simla		2′ 6″	59·92	21	6·00	2·38	9·94
8	(q) and (r)	Kohat-Thal and Nowshera-Durgai		2′ 6″	102·00	21	0·06	...	27·57
10	(k)	Morappur-Hosur		2′ 6″	73·40	10	...	25·06	7·46
1	(g)	Purulia-Ranchi		2′ 6″	115·30	18	...	9·57	31·84
1	(h)	Raipur-Dhamtari		2′ 6″	56·94	14	0·51	...	...
10	(l)	Tirupattur-Krishnagiri		2′ 6″	25·38	5	...	8·21	2·29
8	(s)	Trans Indus (Kalabagh-Bannu)		2′ 6″	88·91	13	0·36	0·08	16·64
		2′ 0″ Gauge.							
21	(f)	Pipar-Bilara Light		2′ 0″	25·25	4	...	...	0·68

DIX 12.

during each half of the financial year 1915-16.

prepare these statistics.] *

5				6		7		8		9		10		Number.
WORKED.				FINANCIAL RESULTS.				OUTLAY, EARNINGS AND EXPENSES. (Exclusive of Steam-boat Service.)						
noted gradients.		Steepest gradient worked.		Percentage of net earnings (including steam boat traffic) on capital outlay on lines open and partly open, i.e., on the mileage earning revenue.		Percentage of net earnings on paid up capital.		Capital outlay per mile open.		Total earnings per mile open per week.		Total working expenses per mile open per week.		Main head.
(d) 1/101 to 1/265.	(e) 1/201 to 1/300	(a) Length.	(b) Inclination.	Per cent.		Per cent.		Rs.		Rs.		Rs.		
Miles.	Miles.	Miles.		1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
624·65	150·47	0·55	1/80	2·47	3·71	2·47	3·71	1,81,814	1,83,077	380	461	199	188	1
261·61	98·66	...	...	3·09	4·77	...	...	2,06,840	2,09,063	555	670	303	277	2
...	7 69	3·72	1/300	2·01	2·03	...	...	3,72,411	3,74,554	733	745	415	422	3
221·55	176·66	0·15	1/50	4·25	4·71	...	...	2,64,181	2,65,373	730	771	295	289	4
809·62	279·52	5·99	1/87	2·03	4·04	...	...	2,13,959	2,16,631	505	681	336	341	5
191·05	113·28	0·80	1/60	3·33	3·45	*3·15	*3·08	1,73,975	1,70,702	472	497	243	247	6
110·99	18·22	2·52	1/100	†2·98	†2·82	†2·50	†2·50	1,52,883	1,55,423	346	408	173	235	7
211·98	138·38	5·60	1/25	2·40	2·12	...	...	1,74,686	1,73,862	365	353	198	205	8
19·15	22·56	2·25	1/75	2·65	2·64	...	...	1,80,117	1,80,957	267	276	130	139	9
86·75	39·19	1 42	1/62	2·91	3·33	...	...	1,55,962	1,57,225	352	381	173	172	10
95·77	26 42	9·83	1/37	0·32	0·63	...	...	1,76,640	1,77,420	155	163	130	114	12
4·13	7·77	0·15	1/80	2·91	3·64	...	...	84,321	84,476	165	192	67	70	13
67·18	27·57	0·96	1/100	3·10	3·22	...	...	51,895	52,516	127	127	62	60	15
365·11	226·89	...	...	3·92	5·59	...	...	81,051	81,011	262	321	135	141	2
159·70	144·45	9·81	1/25	1·90	2·32	...	...	1,29,647	1,30,768	251	278	152	156	16
48·63	43·13	0·82	1/180	1·45	2·22	...	...	1,16,494	1,12,383	216	248	145	147	3
71·58	34·58	1·69	1/175	3·56	3·72	...	...	45,982	46,240	122	137	57	67	19
250 00	15 31	26·47	1/133	2·27	4·26	2·31	4·27	79,496	80,112	165	237	90	115	7
9 54	6·88	0·19	1/100	2·73	3·35	...	...	46,890	46,890	110	119	64	62	20
266·33	120·26	1·17	1/130	5·04	6·60	...	...	27,961	27,800	110	129	54	55	21
30·43	15·20	2·54	1/100	2·36	3·03	...	...	50,052	50,914	100	123	52	62	22
336·16	117·53	16·35	1/40	2·90	2·58	*3·15	*3·08	80,917	81,059	195	187	104	105	6
0·18	...	0·27	1/12	0·47	0 59	...	...	2,80,292	2,80,236	491	434	438	369	10
14·61	23·22	...	1/70	2·31	3·06	...	...	63,510	63,303	120	133	65	57	26
7·45	3·08	13·75	1/80	2·35	2 21	...	...	1,07,939	1,08,368	198	218	98	126	10
245·73	104·21	0·04	1/50	4·76	4·05	...	...	1,11,990	1,04,200	387	366	176	185	10
30·75	6 98	0·46	1/100	2·45	4·32	...	...	33,405	33,571	79	102	48	48	27
127·95	33 29	0·08	1/73	0·20	0·20	0·20	0·20	63,947	64,535	62	65	57	60	1
2·57	...	2·57	...	1·54	1·84	...	...	27,982	28,915	31	37	14	17	8
3·40	...	1·33	1/33	1·85	1·83	...	...	3,29,703	3,30,327	470	393	235	162	8
30·07	22·77	0 06	1/50	0·84	0·20	...	...	69,049	69,077	87	105	65	100	8
16·29	2 00	14·90	1/67	0·25	—0 01	...	...	40,328	40,327	43	38	39	38	10
33·69	5·59	9·57	1/80	1·55	2·66	1·55	2·66	62,028	62,679	84	110	47	46	1
17 83	2·55	0 51	1/50	1·96	2·37	1·96	2·37	26,147	26,189	57	55	37	31	1
4·15	0·21	7·18	1/67	0·76	0·63	...	...	42,530	42,530	53	51	39	40	10
12·80	6·12	0·36	1/50	—0·36	—0·18	...	...	65,377	68,067	75	68	75	69	8
2·97	3·30	0 68	1/100	1·69	2·64	...	...	11,247	11,493	22	29	15	17	21

* For both 5′ 6″ and 3′ 3¾″ gauges.
† For Nizam's Guaranteed State railway only.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	11		12		13	
				Outlay, earnings and expenses					
Main head	Sub-head.			Total earnings per train-mile.		Total working expenses per train-mile.		Net earnings per train-mile.	
				Rs.		Rs.		Rs.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ Gauge.							
1	(a)	Bengal-Nagpur		4·03	4·65	2·11	1·90	1·92	2 75
2	(a) to (e)	Bombay, Baroda and Central India		5·52	6·01	3·01	2·49	2·51	3·52
3	(a)	Eastern Bengal		4·48	4·75	2·54	2 69	1·94	2·06
4	(a) to (c)	East Indian		4·23	4·21	1·71	1 58	2·52	2·63
5	(a) to (g)	Great Indian Peninsula		3·87	4·63	2·58	2·82	1·29	2·31
6	(a) to (c)	Madras and Southern Mahratta		4·87	4·83	2·51	2·45	2·36	2·38
7	(a) and (b)	Nizam's Guaranteed State		4·96	5·38	2·47	3·10	2·49	2·28
8	(a) to (n)	North Western		4·55	4·34	2·46	2·52	2·09	1·82
9	(a) and (b)	Oudh and Rohilkhand		4·44	4·06	2·17	2·05	2·27	2·01
10	(a)	South Indian		3·96	4·14	1·95	1·87	2·01	2·27
		3′ 3½″ Gauge.							
12	.....	Assam-Bengal		3·51	3·60	2·95	2·53	0·56	1·07
13	(a) and (b)	Bengal and North-Western		3·01	3·36	1·23	1·22	1·78	2·14
15	(a) and (b)	Bhavnagar State		3·15	3·26	1·53	1·54	1·62	1·72
2	(f) to (l)	Bombay, Baroda and Central India		3·67	3·70	1·89	1·62	1·78	2·08
16	(a) to (c)	Burma		3·77	4·47	2·27	2·51	1·50	1·96
3	(c) to (e)	Eastern Bengal		2·94	3·56	1·98	2·11	0·96	1·45
19	(a) to (c)	Gondal-Porbandar State		3·13	3·23	1·46	1·59	1·66	1·64
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley		3·19	4·10	1·92	1 99	1·27	2·11
20	.....	Jamnagar		4·18	4·34	2·42	2·26	1·76	2·08
21	(a) to (e)	Jodhpur-Bikaner		3·28	3·51	1·62	1·50	1·66	2 01
22	.....	Junagad State		3·37	3·84	1·76	1 93	1·61	1·91
6	(d) to (l)	Madras and Southern Mahratta		2·98	2·90	1·58	1·63	1·40	1·27
10	(c)	Nilgiri		6·40	6·19	5·71	5·26	0 69	0·93
26	(a) and (b)	Rohilkund and Kumaon		3·13	3·51	1·68	1·49	1·44	2·02
10	(g)	Shoranur-Cochin		2·97	2·95	1·47	1·70	1·50	1 25
10	(b), (d) to (f) and (h) to (j)	South Indian		3·41	3·25	1·55	1·65	1·86	1·60
27	.....	Udaipur-Chitorgarh		2·71	3·39	1·65	1·57	1·06	1·81
		2′ 6″ Gauge.							
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		2·20	2·29	2·03	2·12	0·17	0·17
8	(o)	Jacobabad-Kashmor		2·01	2·29	0·91	1·03	1 10	1·26
8	(p)	Kalka-Simla		5·55	5·24	2·78	2·16	2·77	3·08
8	(q) and (r)	Kohat-Thal and Nowshera-Durgai		1·66	2·01	1·23	1·91	0·43	0·10
10	(k)	Morappur-Hosur		1·21	1·04	1·10	1·04	0·11	...
1	(g)	Purulia-Ranchi		2·41	3·21	1·34	1·34	1 07	1·87
1	(h)	Raipur-Dhamtari		2·76	2·81	1·81	1·59	0 95	1·22
10	(l)	Tirupattur-Krishnagiri		1·83	1·68	1·36	1·32	0·47	0 36
8	(s)	Trans Indus (Kalabagh-Bannu)		3·53	2·44	3·53	2·49	...	—0·05
		2′ 0″ Gauge.							
21	(f)	Pipar-Bilara Light		1·47	1·41	0·99	0 85	0·48	0 56

DIX 12—*continued.*

during each half of the financial year 1915-16.

prepare these statistics.]

14		15		16		17		18		19		20		NUMBER.
(Exclusive of Steam-boat Service)—*concld.*								Division of expenditure between coaching and goods traffic.						
Cost per 1,000 gross ton-miles moved (freight and dead weight). Rs.		Percentage of total working expenses on total earnings. Per cent.		Percentage of total working expenses on total earnings, excluding from both sides of the account the charges for carriage of revenue stores. Per cent.		Inclusive of steam-boat service. Percentage of total working expenses on total earnings (for details see items 128-129). Per cent.		Total working expenses for both coaching and goods traffic excluding steam-boat expenses, and after deducting telegraph and sundry receipts (in thousands of rupees).		Proportions, dividing expenditure in ratio of gross ton-mileage (freight and dead load)— Coaching (in thousands of rupees).		Goods (in thousands of rupees).		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
4·04	3·32	52·31	40·81	50·14	38·45	53·11	41·69	92,97	85,36	21,85	19,39	71,12	65,97	1
6·16	4·76	54·51	41·36	53·25	40·47	54·51	41·36	94,53	84,94	37,37	30,23	57,16	54,71	2
5·08	5·96	56·71	56 70	57·53	56·85	56·71	56·70	57,42	58,14	23,90	26,03	33,52	32,11	3
2·99	2·62	40·44	37·47	38·75	35·94	40·54	37·56	2,09,98	2,01,91	51,76	48,10	1,58,22	1,53,81	4
5·73	4·80	66·50	50·08	65·02	48·69	66·50	50·08	2,68,06	2,76,03	90,49	81,34	1,77,57	1,94,69	5
5·43	5·17	51·50	50·76	49·97	49·41	51·50	50·76	63,35	64,26	24,56	24,85	38,79	39,41	6
5·82	7·14	49·85	57·69	49·77	57·74	49·85	57·69	14,47	20,16	4,22	5,53	10,25	14,63	7
5·17	5·51	54·29	58·11	52 39	55 97	54·31	58·13	2,58,57	2,63,06	95,83	1,02,17	1,57,74	1,60,89	8
4·56	4·69	48·77	50·57	47·08	49·25	48·77	50·57	49,00	53,31	23,81	26,22	25,19	27,09	9
4·90	4·47	49·12	45·10	48·47	44 11	49·12	45·10	16,59	16,36	8,59	7,79	8,00	8,57	10
9·67	8·75	84·16	70 20	83·72	69·89	84·97	70·95	25,75	21,67	9,91	8,91	15,84	12,76	12
4·88	4·68	40·91	36·37	39·38	35·17	42·54	38·10	35,84	37,15	17,78	17,65	17,56	19,50	13
8·57	7·64	48·54	47·17	48·23	47·07	48·54	47·17	3,74	3,49	1,91	1,80	1,83	1,69	15
7·07	5·94	51·61	43·91	50·90	43·28	51·61	43·91	75,87	78,96	31,92	27,25	43,95	51,71	2
8·17	8·40	60·31	56·11	59·47	55·29	60·26	56·77	60,97	61,40	23,35	24,20	37,62	37,20	16
7·39	7 65	67·34	59 32	64·27	55·63	70·06	61·25	40,61	42,84	18,91	19,44	21,70	23,40	8
8·56	8·44	46·86	49·29	46·40	48·94	46·86	49 29	3,06	3,58	1,72	1,78	1,34	1,80	19
8·54	7·79	60·05	48·61	57·65	47·08	60·05	48 61	10,78	12,55	5,51	5,16	5 2	7,39	7
13·37	13·25	57·99	52·08	57·98	52·08	57·99	52·08	85	83	55	59	30	24	20
6·10	5·65	49·48	42·84	48·61	42·00	49·48	42·84	17,65	18,06	6,39	6,04	11,26	12,02	21
9·80	9·74	52·36	50 19	52·22	50 15	52·36	50·19	1,54	1,84	84	87	76	97	22
7·00	7·16	53·12	56·18	51·21	54·14	53·12	56 18	54,98	55,71	20,43	21,07	34,55	34,64	6
66·49	50·81	89·16	85·00	88·86	84·70	89·16	85·00	3,26	2,75	1,96	1·61	1,30	1,14	10
7·53	6·32	53·84	42·90	53·10	42·19	51·35	42·42	9,28	8,34	4,86	3,95	4,42	4,39	26
7·57	8·63	49·65	57 56	49·27	57·39	50·55	57·56	1,65	2,09	78	91	87	1,18	10
6·46	6·72	45·41	50·71	44·78	50·25	46·25	52·71	49,22	52,82	25,30	25,95	23,92	26,87	10
9·87	8·48	60·92	46·50	60·89	46·46	60·92	46·50	88	81	61	54	22	27	27
9·55	9·67	92·17	92·38	91·93	92·03	92·17	92·38	9,07	9,64	4,50	451	4,57	5,13	1
8·41	9·27	45·00	45·00	45·00	45·00	45·00	45·00	28	34	12	14	16	20	8
30·74	26·69	50·09	41·15	49·86	40·67	50·09	41·15	3,58	2,44	1,82	98	1,76	1,46	8
14·98	22 49	74·39	95 08	74·42	95·07	74·39	95·08	1,70	2,64	96	1,50	74	1,14	8
9·89	9·93	90·91	100,23	90·86	100·23	90·91	100·23	75	72	56	55	19	17	10
7·19	6·56	55·77	41·66	55·34	41·49	55·77	41·66	1,39	136	79	82	60	54	1
15·48	13·38	65·48	56·74	64·55	56·65	65·48	56·74	55	46	21	18	34	28	1
11·95	12·17	74·32	78 62	74·30	78·52	74·32	78·62	26	26	17	17	9	9	10
22·75	16·44	99·42	101·95	121·47	101 97	113·23	106·22	1,72	1,60	94	79	78	81	8
29·00	16·25	67·04	59·85	66·86	59·78	67·04	59·85	9	11	4	2	5	9	21

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	21		22		23	
				COACHING					
				GROSS RECEIPTS AND TRAIN-MILEAGE.					
Main head.	Sub-head.			Receipts from coaching traffic (in thousands of rupees).		Coaching train-miles run (in thousands). No.		Average coaching receipts per train-mile. Rs.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(a)	Bengal-Nagpur		53,87	62,45	1,792	1,818	3·01	3·45
2	(a) to (e)	Bombay, Baroda and Central India		62,42	70,26	1,845	1,905	3·38	3·69
3	(a)	Eastern Bengal		38,77	45,10	1,484	1,501	2·61	3·01
4	(a) to (c)	East Indian		1,57,21	1,62,10	4,862	5,079	3·23	3·19
5	(a) to (g)	Great Indian Peninsula		1,33,29	1,44,66	5,038	5,231	2·65	2·77
6	(a) to (c)	Madras and Southern Mahratta		51,95	53,65	1,370	1,391	3·79	3·86
7	(a) and (b)	Nizam's Guaranteed State		7,91	8,42	266	276	2·97	3·05
8	(a) to (n)	North Western		1,93,34	2,06,10	5,784	6,069	3·34	3·40
9	(a) and (b)	Oudh and Rohilkhand		58,07	54,89	1,537	1,696	3·78	3·24
10	(a)	South Indian		17,04	16,91	620	603	2·75	2·81
		3′ 3⅜″ GAUGE.							
12	...	Assam-Bengal		13,23	16,51	404	423	3·27	3·90
13	(a) and (b)	Bengal and North-Western		48,18	53,91	1,752	1,752	2·75	3·08
15	(a) and (b)	Bhavnagar State		4,53	4,54	166	167	2·73	2·71
2	(f) to (l)	Bombay, Baroda and Central India		67,50	65,19	2,007	2,024	3·36	3·22
16	(a) to (c)	Burma		44,47	49,62	1,252	1,209	3·55	4·11
3	(c) to (e)	Eastern Bengal		29,19	39,54	1,267	1,264	2·30	3·13
19	(a) to (c)	Gondal-Porbandar State		3,97	4,22	141	137	2·81	3·07
7	(c) and (d)	Hingoli Branch and Hyderabad Godavari Valley		8,01	8,39	366	369	2·19	2·27
20	...	Jamnagar		1,01	1,20	25	28	4·00	4·29
21	(a) to (e)	Jodhpur-Bikaner		16,78	15,83	514	521	3·27	3·04
22	...	Junagad State		1,82	1,95	51	50	3·54	3·91
6	(d) to (l)	Madras and Southern Mahratta		42,39	39,34	1,453	1,473	2·92	2·67
10	(c)	Nilgiri		1,87	1,50	35	33	5·34	4·56
26	(a) and (b)	Rohilkund and Kumaon		9,24	8,26	310	295	2·98	2·89
10	(g)	Shoranur-Cochin		1,79	1,86	66	67	2·72	2·78
16	(b),(d) to (f) and (h) to (j)	South Indian		65,16	59,17	1,927	1,897	3·38	3·12
27	...	Udaipur-Chitorgarh		90	98	37	35	2·43	2·84
		2′ 6″ GAUGE.							
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		5,16	4,87	243	241	2·12	2·02
8	(o)	Jacobabad-Kashmor		30	40	16	16	1·91	2·52
8	(p)	Kalka-Simla		4,76	3,49	68	53	6·98	6·62
8	(q) and (r)	Kohat-Thal and Nowshera-Durgai		1,48	1,68	85	85	1·75	1·96
10	(k)	Morappur-Hosur		60	51	50	53	1·19	0·96
1	(g)	Purulia-Ranchi		1,52	2,16	55	58	2·75	3·70
1	(h)	Raipur-Dhamtari		51	48	15	15	3·35	3·17
10	(l)	Tirupattur-Krishnagiri		23	22	12	12	1·92	1·79
8	(s)	Trans Indus (Kalabagh-Bannu)		98	1,05	30	32	3·05	3·23
		2′ 0″ GAUGE.							
21	(f)	Pipar-Bilara Light		11	9	6	6	1·63	1·50

DIX 12—*continued.*

during each half of the financial year 1915-16.

prepare these statistics.]

24	25	26	27	28	29	30	Number.
TRAFFIC.							

Units and Unit-mileage.														
Number of units carried one mile (in thousands).												Average sum received for carrying a unit one mile.		Main head.
1st class. Unit-miles.		2nd class. Unit-miles.		3rd or intermediate class. Unit-miles.		4th or lowest class. Unit-miles.		Total passenger unit-mileage. Unit-miles.		Other coaching traffic. Ton-miles.		1st class. ies.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
2,032	3,007	4,955	6,767	16,705	20,355	325,318	359,551	349,010	389,680	3,231	4,368	12·75	12·83	1
2,042	2,958	15,384	18,792	27,056	31,784	401,945	426,380	446,427	479,914	6,395	8,326	12·12	12·37	2
1,664	1,785	5,030	5,039	28,540	35,042	206,375	250,881	241,609	292,697	2,147	2,072	13·50	13·27	3
4,752	7,122	13,950	23,300	74,671	89,258	1,008,770	979,365	1,103,143	1,099,048	11,979	13,613	14·00	12·92	4
7,053	10,039	147,622	54,607	8,916	9,731	723,407	747,480	786,998	821,807	16,315	20,851	12·62	12·08	5
1,797	2,115	6,481	7,124	6,156	7,402	326,855	324,638	341,289	341,274	4,465	5,221	14·29	14·94	6
338	396	1,982	2,448	15,053	14,569	32,479	35,179	49,852	52,592	564	664	12·40	12·67	7
5,258	8,103	25,757	31,306	66,460	73,998	1,261,344	1,255,327	1,358,819	1,368,734	14,802	21,626	12·01	11·62	8
1,701	1,857	6,775	7,424	32,415	30,420	349,521	317,925	390,412	357,626	2,342	2,785	15·08	14·90	9
948	888	4,224	3,209	...	...	128,282	127,742	133,454	131,839	1,305	1,326	11·60	11·23	10
391	574	641	939	2,935	3,599	78,583	95,660	82,550	100,772	537	746	15 05	14·06	12
473	595	2,633	2,549	7,944	8,487	420,721	471,257	431,771	482,888	1,154	1,565	12 04	12·20	13
53	67	516	588	...	...	25,785	25,080	26,354	25,735	118	149	12·00	12·09	15
828	1,195	5,640	6,148	13,861	14,556	575,014	538,079	595,343	559,978	3,815	4,653	14·83	14·81	2
1,785	1,900	4,239	4,893	...	...	244,742	274,895	250,766	281,688	1,717	1,776	15·03	15·09	16
588	744	2,182	2,511	18,574	19,998	166,220	231,399	187,564	254 652	1,646	2,218	14 24	14·12	3
72	75	649	797	...	...	20,685	23,932	21,406	23,805	90	109	15 02	18·30	19
211	322	1,392	1,785	...	...	59,651	59,222	61,254	61.329	341	497	10·06	10·65	7
9	21	142	159	...	...	5,491	5,380	5,642	5,560	36	65	18·00	18·00	20
163	318	1,255	1,383	4,106	3,788	134,021	117,229	139,545	122,718	787	862	18·68	18 86	21
28	30	348	349	...	...	10,258	10,941	10,634	11,320	35	42	12·00	12·00	22
977	974	5,188	5,282	1,368	1,061	318,450	295,186	325,983	302,503	2,151	2,032	15·04	14 98	6
383	233	...	...	...	...	2,706	2,560	3,089	2,793	49	40	19·60	19 26	10
210	141	625	564	868	746	66,935	62,584	68,638	64,035	219	186	28·86	23 99	26
89	85	437	355	...	...	14,647	15,262	15,173	15,702	47	47	11·81	11·88	10
1,296	1,661	10,848	9,549	...	..	565.703	504,386	577,847	515.596	2,018	2,015	11·62	11·50	10
13	23	49	90	56	103	7,654	8,036	7,772	8,252	32	37	17·99	17·66	27
56	63	214	234	722	841	34,554	31,949	35,546	33,087	150	157	15 99	15·55	1
1	2	7	20	32	115	1,599	1,917	1,639	2,054	9	2	20 14	20·05	8
359	189	565	313	158	237	3,245	2,255	4,327	2,994	122	112	47·26	49 13	8
44	57	168	218	277	323	9,751	10,757	10,240	11,355	40	56	11 38	11·52	8
19	21	...	...	...	...	5,463	4,540	5 462	4,561	10	9	11·83	11·90	10
71	80	185	198	390	594	8,035	13,421	8,631	14,293	62	78	15·24	15·07	1
4	4	28	23	70	60	2,945	2,779	3,047	2,866	10	10	15·98	16·66	1
6	7	...	...	...	...	2,230	2,031	2,236	2,038	6	4	12·00	11 87	10
40	46	82	100	126	164	6,821	7,206	7,069	7,516	23	49	12·87	12·55	8
...	...	3	3	...	...	865	697	868	700	2	2	...	17·97	21

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	31		32		33	
				COACHING					
				UNITS AND UNIT-					
				Average sum received for carrying					
Main head.	Sub-head.			2nd class. Pies.		3rd or intermediate class. Pies.		4th or lowest class. Pies.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(a)	Bengal-Nagpur		6·58	6·58	3·24	3·25	2·44	2·44
2	(a) to (e)	Bombay, Baroda and Central India		4·96	5·06	2·80	2·80	2·09	2·09
3	(a)	Eastern Bengal		6·46	6·56	2·87	2·85	2·47	2·48
4	(a) to (c)	East Indian		6·63	5·69	3·19	3·08	2·22	2·22
5	(a) to (g)	Great Indian Peninsula		3·90	3·90	4·45	4·40	2·37	2·26
6	(a) to (c)	Madras and Southern Mahratta		6·56	6 71	3·61	3·45	2·29	2·28
7	(a) and (b)	Nizam's Guaranteed State		5·21	4·95	2·75	2·78	2·34	2·30
8	(a) to (n)	North Western		4·71	4·52	3·31	3·22	2·26	2 26
9	(a) and (b)	Oudh and Rohilkhand		6·37	6 00	3·04	3·03	2·44	2·44
10	(a)	South Indian		4·86	5·51	...	...	1·95	1·97
		3′ 3½″ GAUGE.							
12	.....	Assam-Bengal		7·38	6·94	3·09	3·02	2·68	2·70
13	(a) and (b)	Bengal and North-Western		5·04	5·75	3·02	3·19	1·98	1·96
15	(a) and (b)	Bhavnagar State		6·00	6·00	...	...	3·00	3·00
	(f) to (h)	Bombay, Baroda and Central India		6·00	6·33	2·78	2·79	1·91	1·91
16	(a) to (c)	Burma		8·23	8·04	...	...	2·99	2·99
3	(c) to (e)	Eastern Bengal		6·21	6·66	2·88	2 85	2·52	2·51
19	(a) to (c)	Gondal-Porbandar State		6·33	5·55	...	...	3·20	3·04
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley		5·38	5·20	...	...	2·19	2·18
20	.....	Jamnagar		9·00	9·00	...	...	3·00	3·51
21	(a) to (e)	Jodhpur-Bikaner		7·36	7·51	2·79	3·24	2·00	2·05
22	.....	Junagad State		6·00	6·00	...	...	3·00	3·00
6	(d) to (l)	Madras and Southern Mahratta		6·80	6·64	3·94	3·95	2·08	2·07
10	(c)	Nilgiri		...	...	...	...	5·10	4·24
26	(a) and (b)	Rohilkund and Kumaon		11·83	10·05	4·54	4·33	2·15	2·15
10	(g)	Shoranur-Cochin		5·17	5·93	...	...	1·96	1·98
10	(b), (d) to (f) and (h) to (j)	South Indian		5·10	5·63	...	...	1·95	1·95
27	.....	Udaipur-Chitorgarh		8·91	8·95	3·00	3·00	1·99	1 99
		2′ 6″ GAUGE.							
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		6·74	7·82	3·50	3 38	2·55	2·55
8	(o)	Jacobabad-Kashmor		10·59	10·79	5·12	4·99	3·38	3·38
8	(p)	Kalka-Simla		22·89	23·27	18·22	18·35	15·42	10·50
8	(q) and (r)	Kohat-Thal and Nowshera-Durgai		5·12	4·74	3·25	3·20	2·50	2·50
10	(k)	Morappur-Hosur		...	...	...	...	1·95	2 00
1	(g)	Purulia-Ranchi		7·32	7·40	3·87	3·58	2·83	2·49
1	(h)	Raipur-Dhamtari		7·72	7·71	4·44	4·33	3·00	3·00
10	(l)	Tirupattur-Krishnagiri		...	...	...	...	1·88	1·98
8	(s)	Trans Indus (Kalabagh-Bannu)		5·42	4·83	3·38	3·27	2·25	2·25
		2′ 0″ GAUGE.							
21	(f)	Pipar-Bilara Light		8·40	8·00	...	...	2·25	2·25

DIX 12—*continued.*

during each half of the financial year 1915-16.

prepare these statistics.]

34	35	36	37	38	39	40	
TRAFFIC—*contd.*							NUMBER.
MILEAGE—*contd.*							

a unit one mile—*concld.*				Average number of units in a train.										
Average for all classes. Pies.		Other coaching traffic per ton-mile. Pies.		1st class. No.		2nd class. No.		3rd or intermediate class. No.		4th or lowest class. No.		Total passenger units. No.		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
2·60	2·64	39·38	39·20	1·14	1 66	2·77	3 73	9·32	11·23	181·56	198·35	194·79	214·97	1
2·28	2·31	28·57	28·61	1·11	1·55	8·34	9·87	14·66	16·69	217·82	223·86	241·93	251·97	2
2·68	2·66	45·19	42·37	1·12	1·19	3·39	3·36	19·24	23·35	139·11	167·14	162·86	195·04	3
2·39	2·43	31·63	32·26	0·98	1·40	2·87	4·59	15·36	17·58	207·49	192·84	226·70	216·41	4
2·58	2·51	32·56	34·08	1·40	1·92	9·45	10 44	1·77	1·86	143·58	142·89	156·20	157·11	5
2·46	2·47	35·65	35 58	1·31	1·52	4·73	5·12	4·50	5·32	238·64	233·42	249·18	245·38	6
2·65	2·64	34·97	34·70	1·27	1·43	7·44	8 87	...	...	178·40	180·17	187·11	190·47	7
2·39	2·42	31·22	30·07	0·94	1·34	4·45	5·16	11·49	12·19	218·08	206 83	234·93	225·52	8
2·61	2·63	40·57	40·68	1·11	1·10	4·41	4·88	21·08	17·93	227·35	187·43	253·95	210·84	9
2·11	2·12	34·96	31·32	1·53	1·47	6·82	5·33	...	...	207·06	211·99	215·41	218·79	10
2·80	2·83	42·78	42·77	0·97	1·36	1·58	2·22	7·26	8·51	194·35	226·28	204·16	238·37	12
2·03	2·01	41·57	39·96	0·27	0·34	1·50	1·45	4·54	4·85	240·14	269·04	246·45	275·68	13
3·08	3·09	50·44	50·64	0·32	0·40	3·11	3 52	...	...	155·38	150·11	158·81	154·03	15
1·99	20·1	29·12	26·84	0·41	0·59	2·81	3·04	6·91	7·19	286·49	265·91	296·62	276·73	2
3·16	3·16	35·31	35·48	1·43	1·57	3·38	4·05	...	...	195·46	227·47	200·27	233·09	16
2·63	2·61	40·60	41·87	0·47	0·59	1·72	1·99	14·66	15·82	131·19	183·10	148·04	201·50	3
3·33	3·17	53·68	51 38	0·51	0·55	4·59	5·80	...	...	146·39	166·83	151·49	173·18	19
2·29	2·31	39·15	38·88	0·58	0·87	3·80	4·84	...	...	162·92	160·42	167·30	166·13	7
3·17	3·72	38·87	35·64	0·35	0·76	5·65	5·68	...	...	218·21	192·52	224·21	198·96	20
2·09	2·20	38·90	39·83	0·32	0·61	2·44	2·66	7·99	7·27	260·92	225·01	271·67	235·55	21
3·12	3·11	51·38	51·25	0·54	0·60	6·76	7·02	...	...	199·46	219·80	206·76	227·42	22
2·20	2·20	44·65	44·66	0·67	0·66	3·57	3·59	0·94	0·72	219·12	200·46	224·30	205·43	6
6·91	5·50	300·29	332·57	10·92	7·11	...	...	...	...	77·04	78·07	87·96	85·18	10
2·35	2·29	63·89	63·68	0·67	0·48	2·02	1·91	2·80	2·52	216·00	212·06	221·49	216 97	26
2·11	2·12	49·85	49 57	1·36	1·27	6·64	5·31	...	..	222·63	228·38	230·63	234 96	10
2·03	2·05	38·59	39·48	0·67	0·88	5·63	5.02	...	...	293·63	265·92	299·93	271·83	10
2·07	2·12	37·57	35·53	0·34	0·65	1·31	2·61	1·51	2 97	206·53	232·33	209·69	238·56	27
2·61	2·63	41·69	41·83	0·23	0·26	0 88	0·97	2·97	3·49	142·00	132·48	146·08	137·20	1
3·45	3·56	13·45	121·74	0·03	0·14	0·47	1·28	2·04	7·29	101·39	122·11	103·93	130·82	8
15·48	14·90	199·87	200·26	5·26	3·58	8·28	5·93	2·32	4·50	47·53	42·75	63 39	56·76	8
2·60	2·61	46·88	46·37	0·52	0·67	1·99	2·54	3·27	3·78	115·03	125·87	120·80	132·86	8
1·98	2·04	58·87	58 52	0·38	0·40	...	...	...	...	108·94	85·05	109·32	85·45	10
3·08	2·67	41·47	41·50	1·29	1·37	3·33	3 39	7·05	10·18	145·02	229·89	156·69	244 83	1
3·09	3·08	43·72	43·56	0·24	0·24	1 86	1·49	4·54	3 98	192·12	182·68	198·76	188·39	1
1·91	2·01	41·83	46 04	0·47	0·53	...	...	...	...	182·59	164·05	183·06	164·58	10
2·37	2·37	45·60	46·59	1·32	1·41	2·69	3·08	4·14	5·07	221·63	222·31	232·68	234·87	8
2·27	2·28	26·76	29·08	...	0·04	0·40	0·47	...	...	133·62	121·13	134·07	121·64	21

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	41		42		43	
				COACHING					
				UNITS AND UNIT MILEAGE—*concld.*		VEHICLES AND VEHICLE			
				Average number of units in a train—*concld.*		Number of coaching vehicles			
Main head.	Sub-head.			Other coaching traffic. Tons.		1st class. Vehicle miles.		2nd class. Vehicle miles.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(a)	Bengal-Nagpur		1·80	2·41	2,286	2,601	2,066	2,490
2	(a) to (e)	Bombay, Baroda and Central India		3·47	4·37	1,837	1,959	3,955	4,146
3	(a)	Eastern Bengal		1·45	1·38	1,884	1,846	1,669	1,509
4	(d) to (c)	East Indian		2·46	2·68	5,290	6,201	7,983	9,282
5	(a) to (g)	Great Indian Peninsula		3·24	3·99	8,431	9,142	7,340	7,746
6	(a) to (c)	Madras and Southern Mahratta		3·26	3·75	1,452	1,636	1,905	2,093
7	(a) and (b)	Nizam's Guaranteed State		2·12	2 40	347	364	497	516
8	(a) to (n)	North Western		2·56	3·56	7,924	9,241	6,825	8,012
9	(a) and (b)	Oudh and Rohilkhand		1·52	1·64	2,095	2,193	2,097	2,154
10	(a)	South Indian		2·11	2·20	483	485	663	626
		3′ 3⅜″ GAUGE.							
12	.....	Assam-Bengal		1·33	1·76	796	788	794	785
13	(a) and (b)	Bengal and North-Western		0·66	0·89	3,253	3,329	2,885	2,974
15	(a) and (b)	Bhavnagar State		0·71	0 89	197	212	246	253
2	(f) to (l)	Bombay, Baroda and Central India		1·90	2·30	2,473	2,617	2,526	2,659
16	(a) to (c)	Burma		1·37	1·47	1,795	1,795	1,841	1,885
3	(c) to (e)	Eastern Bengal		1·30	1·76	2,182	2,015	961	969
19	(a) to (c)	Gondal-Porbandar State		0·64	0·79	169	178	257	252
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley		0·93	1 35	344	377	516	573
20	.....	Jamnagar		1·45	2 34	42	55	50	50
21	(a) to (e)	Jodhpur-Bikaner		1·53	1·66	654	713	647	708
22	.....	Junagad State		0·68	0·85	81	81	102	104
6	(d) to (l)	Madras and Southern Mahratta		1·48	1·38	1,833	1,895	2,003	2,068
10	(c)	Nilgiri		1·39	1 22	55	46	....	....
26	(a) and (b)	Rohilkund and Kumaon		0·80	0·53	410	367	358	347
10	(g)	Shoranur-Cochin		0·71	0·70	94	94	90	90
10	(b), (d) to (f) and (h) to (j)	South Indian		1·05	106	2,005	2,094	2,327	2,33·8
27	.....	Udaipur-Chitorgarh		0·86	106	31	35	31	36
		2′ 6″ GAUGE.							
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		0·62	0·65	314	328	314	328
8	(o)	Jacobabad-Kashmor		0·57	0·15	6	14	6	14
8	(p)	Kalka-Simla		1·79	2·13	131	53	127	53
8	(q) and (r)	Kohat-Thal and Nowshera-Durgai		0·47	0·65	48	45	52	60
10	(k)	Morappur-Hosur		0·21	0·17	68	69	....	....
1	(g)	Purulia-Ranchi		1·12	1·34	89	95	93	108
1	(h)	Raipur-Dhamtari		0·63	0·64	16	16	16	16
10	(l)	Tirupattur-Krishnagiri		0·48	0·29	19	19	....	....
8	(s)	Trans-Indus (Kalabagh-Bannu)		0 75	1·51	20	31	20	31
		2′ 0″ GAUGE.							
21	(f)	Pipar-Bilara-Light		0·37	0·39	5	4	4	4

DIX 12—*continued.*

during each half of the financial year 1915-16.

prepare these statistics.]

44	45	46	47	48	49	50	Number.

TRAFFIC—*contd.*

MILEAGE.

hauled one mile (in thousands).										Average number of vehicles in a coaching train.				Main head.
3rd or intermediate class. Vehicle miles.		4th or lowest class. Vehicle miles.		Other vehicles. Vehicle miles.		Brake-vans. Vehicle miles.		Total. Vehicle miles.		1st class. No.		2nd class. No.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
2,658	2,663	13,983	15,296	2,290	2,577	2,102	2,423	25,385	27,850	1·28	1·43	1·15	1·26	1
...	...	17,011	17,798	4,070	4,466	3,917	3,891	30,790	32,260	1·00	1·03	2·14	2·18	2
3,250	3,316	12,675	10,964	3,311	2,618	1,383	1,368	24,172	21,621	1·27	1·23	1·13	1·01	3
11,163	11,380	41,808	43,277	9,805	11,135	5,052	4,712	81,101	85,937	1·09	1·22	1·64	1·83	4
1,112	1,2 37	40,152	42,080	6,903	8,023	6,620	6,760	70,558	74,988	1·67	1·75	1·46	1·40	5
395	398	10,763	11,144	3,031	2,893	1,907	1,948	19,453	20,112	1·06	1·18	1·39	1·55	6
...	...	1,688	1,767	229	252	485	494	3,246	3,393	1·30	1·32	1·87	1·87	7
10,967	10,927	49,227	50,795	6,325	5,655	11,181	9,459	92,449	94,149	1·37	1·52	1·18	1·32	8
2,584	2,893	14,777	14,734	2,550	3,055	1,899	2,166	26,002	27,195	1·36	1·29	1·36	1·27	9
...	...	4,771	4,800	1,101	1,007	443	464	7,466	7,332	0·79	0·80	1·07	1·04	10
759	788	6,692	6,367	702	783	485	499	10,228	9,960	1·97	1·86	1·96	1·86	1
3,446	3,212	30,035	31,569	443	635	4,556	4,462	44,618	46,181	1·86	1·90	1·65	1·70	1
...	...	1,705	1,722	49	53	375	367	2,572	2,607	1·19	1·27	1·48	1·52	1
...	...	31,747	31,549	2,371	2,586	5,633	5,738	44,800	45,149	1·23	1·29	1·26	1·31	1
...	...	19,661	19,701	1,792	1,859	1,801	1,855	26,890	27,095	1·43	1·48	1·47	1·56	1
2,693	2,398	12,697	12,909	3,303	3,101	1,693	1,258	23,439	22,650	1·72	1·59	0·76	0·77	1
...	...	1,424	1,446	88	97	321	297	2,319	2,270	1·20	1 29	1·82	1·83	1
...	...	3,611	3,676	174	182	514	531	5,189	5,389	0 94	1·02	1·41	1·35	
...	...	296	325	9	14	73	72	470	516	1·67	1·96	1·99	1·80	2
638	796	6,965	6,793	632	768	519	518	10,055	10,296	1·28	1·37	1·26	1·36	2
...	...	630	677	18	20	155	157	986	1,039	1·53	1·62	1·98	2·08	2
254	254	19,412	19,512	2,254	2,032	1,797	1,849	27,553	27,610	1·26	1·29	1·38	1·40	
...	...	118	104	60	57	1	1	234	208	1·57	1·41	...	...	
210	224	4,415	4,260	164	162	772	676	6,329	6,036	1·32	1·24	1·15	1·18	2
...	...	641	668	53	56	137	138	1,015	1,046	1·43	1·40	1·37	1·35	
...	...	26,153	25,985	3,832	3,740	274	293	34,591	34,450	1·04	1·10	1·21	1·23	
26	26	451	475	10	12	102	103	651	687	0·83	1·02	0·82	1·02	2
344	320	4,340	4,291	501	518	268	221	6,031	6,006	1·29	1·37	1·2 9	1·37	1
14	27	240	226	3	4	14	15	283	300	0·40	0·87	0·40	0·26	3
19	25	282	111	99	94	57	26	715	362	1·92	1 00	1·86	1 00	3
52	52	670	707	29	16	119	141	970	1,021	0·57	0·53	0·61	0·70	3
...	...	787	748	91	90	33	35	979	942	1·35	1·30	...	...	10
122	108	855	1,016	137	148	33	37	1,329	1,512	1·61	1·63	1·67	1·85	1
6	5	201	201	11	12	15	14	265	264	1·05	1·05	1·05	1·06	1
...	...	181	175	27	26	9	8	236	228	1·55	1·54	...	...	10
20	31	488	525	8	35	7	23	563	676	0·66	0·95	0·67	0 95	3
...	...	56	60	...	...	...	...	65	68	0·70	0·77	0·64	0 71	21

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	51		52		53	
				COACHING					
				VEHICLES AND VEHICLE					
				Average number of vehicles in a coaching					
Main head.	Sub-head.			3rd or intermediate class. No.		4th or lowest class. No.		Other vehicles. No.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(a)	Bengal-Nagpur		1·48	1·47	7·81	8·44	1·28	1·42
2	(a) to (e)	Bombay, Baroda and Central India		...	...	9·22	9·34	2·21	2·35
3	(a)	Eastern Bengal		2·19	2·21	8·54	7·31	2·23	1·74
4	(a) to (c)	East Indian		2·29	2·23	8·60	8·52	2·02	2·19
5	(a) to (g)	Great Indian Peninsula		0·22	0·24	7·97	8·05	1·37	1·53
6	(a) to (c)	Madras and Southern Mahratta		0·29	0·29	7·86	8·01	2·21	2·08
7	(a) and (b)	Nizam's Guaranteed State		...	...	6·33	6·40	0·86	0·91
8	(a) to (n)	North Western		1·90	1·81	8·51	8·37	1·09	0·93
9	(a) and (b)	Oudh and Rohilkhand		1·68	1·70	9·61	8·69	1·66	1·80
10	(a)	South Indian		...	...	7·70	7·97	1·78	1·67
		3′ 3⅜″ GAUGE.							
12	.....	Assam-Bengal		1·87	1·75	16·55	15·06	1·74	1·85
13	(a) and (b)	Bengal and North-Western		1·97	1·88	17·14	18·02	0·25	0·36
15	(a) and (b)	Bhavnagar State		...	...	10·28	10·30	0·29	0·32
2	(f) to (l)	Bombay, Baroda and Central India		...	...	15·32	15·59	1·18	1·28
16	(a) to (c)	Burma		...	...	15·70	16·30	1·43	1·54
3	(c) to (e)	Eastern Bengal		2·05	1·90	10·02	10·22	2·61	2·45
19	(a) to (c)	Gondal-Porbandar State		...	...	10·51	10·52	0·62	0·71
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley		...	...	9·94	9·96	0·48	0·49
20	.....	Jamnagar		...	...	11·77	11·63	0·38	0·50
21	(a) to (e)	Jodhpur-Bikaner		1·24	1·53	13·56	13·04	1·23	1·47
22	.....	Junagad State		...	...	12·25	13·60	0·34	0·40
6	(d) to (l)	Madras and Southern Mahratta		0·17	0·17	13·36	13 25	1·55	1·38
10	(c)	Nilgiri		...	...	3·36	3·17	1·70	1·74
26	(a) and (b)	Rohilkund and Kumaon		0·68	0·76	14·25	14·43	0·53	0·55
10	(g)	Shoranur-Cochin		...	...	9·74	10·00	0·81	0·84
10	(b), (d) to (f) and (h) to (j)	South Indian		...	...	13·57	13·70	1·99	1·97
27	.....	Udaipur-Chitorgarh		0·71	0·76	12·16	13·74	0·28	0·35
		2′ 6″ GAUGE.							
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		1·41	1·32	17·84	17·79	2·06	2·14
8	(o)	Jacobabad-Kashmor		0·85	1·75	15·06	14·41	0·19	0·29
8	(p)	Kalka-Simla		0·26	0·48	4·12	2·12	1·45	1·78
8	(q) and (r)	Kohat-Thal and Nowshera-Durgai		0·61	0·61	7·91	8·27	0·34	0·19
10	(k)	Morappur-Hosur		...	...	15·70	14·01	1·81	1·68
1	(g)	Purulia-Ranchi		2·20	1·85	15·44	17·41	2·47	2·53
1	(h)	Raipur-Dhamtari		0·35	0·34	13·14	13·20	0·72	0·78
10	(l)	Tirupattur-Krishnagiri		...	...	14·82	14·16	2·26	2·09
8	(s)	Trans-Indus (Kalabagh-Bannu)		0·66	0·96	16·05	16·21	0 27	1·08
		2′ 0″ GAUGE.							
21	(f)	Pipar-Bilara Light		...	...	8·64	10·39	...	...

DIX 12—*continued.*

during each half of the financial year 1915-16.

prepare these statistics.]

54	55	56	57	58	59	60	Number.
TRAFFIC—*contd.*							
MILEAGE—*contd.*							
train—*concld.*		Average earnings per coaching vehicle per mile.					

Brake-vans. No.		Total. No.		1st class. Pies.		2nd class. Pies.		3rd or intermediate class. Pies.		4th or lowest class. Pies.		Other vehicles. Pies.		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
1·17	1·34	14·17	15·36	11·34	14·84	15·77	19·43	20·36	24·84	56·83	57·44	55·51	66·49	1
2·12	2·04	16·69	16·94	13·47	18·67	19·29	22·92	...	...	53·77	55·02	44·89	53·34	2
0·98	0·91	16·29	14·41	11·93	12 83	19·49	21·92	25·24	30·15	40·26	56·67	29·30	33·54	3
1·04	0·93	16·68	16·92	12·58	14·84	11·59	14·27	21·37	24·26	53·63	28	38·64	39·44	4
1·31	1·29	14·00	14·34	10·55	13·27	25·32	27·48	35·67	34·64	42·67	40·16	76·96	88·58	5
1·39	1·40	14·20	14·46	17·69	19·32	22·33	22·85	56·34	64·25	69·49	66·33	52·51	64·22	6
1·82	1·79	12·18	12·29	12·09	13·78	20·76	28·49	...	...	69·67	68·78	86·66	91·22	7
1·93	1·56	15·98	15·51	7·97	10·19	17·77	17·66	20·07	21·69	57·80	55·77	73·06	114·98	8
1·24	1·28	16·91	16·03	12·24	12·62	20·58	20·68	38·18	31·91	57·68	52·67	37·26	37·08	9
0·71	0·77	12·05	12 25	22·53	20·57	30·97	28·22	...	...	52·40	52·38	41·46	45·20	10
1·20	1·18	25·29	23·56	7·38	10·25	5·96	8·31	11·94	14·71	31·44	40·58	32·73	40·75	12
2·60	2·55	25·47	26·36	1·75	2·18	4·60	4·92	6·97	8·42	27·77	29 26	108·47	98·52	13
2·26	2·19	15·50	15·60	3·26	3·80	12·61	13·94	...	...	45·33	48·69	122·29	141·52	15
2·83	2·84	22·32	22·31	4·96	6·76	13·40	14·63	...	...	35·87	33·92	46·84	48·29	2
1·44	1·54	21·47	22·42	14·95	15·97	18·94	20·87	...	...	37·21	41·71	33·81	33·88	16
1·34	0·99	18·50	17·92	3·34	5·21	14·09	17·25	20·52	23·73	32·95	45·09	20·24	29·96	8
2·27	2·16	16·42	16·51	6·35	7·72	15·97	17·61	...	...	44·55	48·17	55·00	57·76	19
1·40	1·44	14·17	14·46	6·17	9·09	14·50	16·20	...	...	35·96	35·12	76·65	106·34	7
2·90	2·58	18·71	18·47	3·80	6·98	25·57	28·49	...	...	55·64	56·57	146·30	166·83	20
1·01	0·99	19·58	19·76	4·66	8 41	14·28	14·66	17·98	15·39	38·46	35·46	48·41	44·78	21
3·01	3·16	19·16	20·86	4·11	4·46	20·52	20·20	...	...	48·79	48·42	102·56	108·06	22
1·24	1·26	18·96	18·75	8·02	7·70	17·62	16·95	21·25	16·51	34·12	31·30	42·60	44·68	6
0·03	0·01	6·66	6·33	136·47	97·41	...	...	...	...	116·78	104·33	245·56	234·14	10
2·49	2·29	20·42	20·45	14·74	9·19	20·66	16·34	18 76	14·47	32·63	31·58	96·81	72·75	26
2·09	2·06	15·44	15·65	11·20	10·77	25·10	23·34	...	...	44·74	45·17	43·62	41·22	10
0·14	0·16	17·95	18·16	7·51	9·13	23·78	22·99	...	...	42·17	37·85	20·32	21·27	10
2·76	2·96	17·56	19·85	7·35	11·82	14·15	22·82	6·36	11·77	33·90	33·74	115·87	105·62	27
1·10	0·92	24·99	24·91	2·86	3·01	4·61	5·22	7·35	8·88	20·29	18·97	12·47	12·68	1
0·85	0 95	17·75	19·18	1·35	3·34	12·17	15·94	12·11	2·75	22·44	28·60	40·24	61·24	3
0·84	0·49	10·47	6·87	129·32	176·09	101·97	138·14	148 32	170·82	121·47	212·03	246·87	239·57	8
1·40	1·65	11·44	11·95	10·36	14·73	16·59	17·36	17·23	19·86	36·36	38·02	65·25	158·62	8
0·67	0·66	19·53	17·65	3·35	3·87	..	...	...	...	13·50	12·13	6·73	5·80	10
0·60	0·63	23·99	25·90	12·19	12·68	14·61	13·58	12·39	19·74	26·60	32·84	18·71	22·04	1
0·99	0·94	17·30	17·37	3·60	3·77	13·71	10 85	57·11	50·31	43·87	41·51	38·40	35·62	1
0·78	0·67	19·86	18·46	3·63	4·18	...	...	...	...	23·14	22·90	8·83	6·41	10
0·22	0·70	18·53	20·85	25·58	18·58	21·91	15·64	21·02	17·26	31·46	30·86	127·66	65·41	8
...	...	9·98	11·87	...	0·93	5·24	5·32	...	...	34·82	26·23	...	...	21

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	61		62		63	
				COACHING					
				VEHICLES AND VEHICLE					
				Carrying capacity hauled one mile					
Main head.	Sub-head.			1st class. Seats.		2nd class. Seats.		3rd or intermediate class. Seats.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(a)	Bengal-Nagpur		32,421	36,702	43,599	48,407	96,265	96,924
2	(a) to (c)	Bombay, Baroda and Central India		39,590	42,116	126,684	132,885	...	...
3	(a)	Eastern Bengal		44,829	46,021	44,751	43,411	159,213	163,235
4	(a) to (c)	East Indian		103,472	121,162	190,977	222,323	461,677	467,861
5	(a) to (g)	Great Indian Peninsula		122,158	132,730	312,187	332,239	43,630	46,282
6	(a) to (c)	Madras and Southern Mahratta		13,379	14,683	34,880	38,533	14,470	14,596
7	(a) and (b)	Nizam's Guaranteed State		4,932	5,188	12,216	12,609	...	...
8	(a) to (n)	North Western		158,703	157,105	146,565	143,959	496,330	497,055
9	(a) and (b)	Oudh and Rohilkhand		55,052	58,022	56,653	58,671	74,094	83,710
10	(a)	South Indian		6,661	7,453	13,243	15,258	...	...
		3′ 3½″ GAUGE.							
12	.....	Assam-Bengal		11,383	11,081	1,365	11,048	11,277	11,015
13	(a) and (b)	Bengal and North-Western		29,644	30,072	36,198	37,133	74,946	66,400
15	(a) and (b)	Bhavnagar State		1,950	2,106	3,327	3,459	...	...
2	(f) to (l)	Bombay, Baroda and Central India		26,087	27,062	30,317	31,909	...	...
16	(a) to (c)	Burma		16,004	16,061	30,333	31,040	...	...
3	(c) to (e)	Eastern Bengal		24,410	23,873	11,828	12,628	55,587	56,157
19	(a) to (c)	Gondal-Porbandar State		1,827	1,798	3,140	5,165	...	...
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley		4,256	4,359	10,148	11,169	...	...
20	.....	Jamnagar		339	462	628	667	...	...
21	(a) to (e)	Jodhpur-Bikaner		8,933	9,738	9,222	9,949	16,253	21,614
22	.....	Junagad State		540	435	975	840	...	...
6	(d) to (l)	Madras and Southern Mahratta		14,709	15,198	22,211	22,747	4,796	4,796
10	(c)	Nilgiri		981	821	...	...	...	...
26	(a) and (b)	Rohilkund and Kumaon		2,402	2,051	2,424	2,428	1,743	2,058
10	(g)	Shoranur-Cochin		748	758	1,026	1,052	...	...
10	(b), (d) to (f) and (h) to (j)	South Indian		15,971	19,398	26,098	31,827	...	...
27	.....	Udaipur-Chitorgarh		452	394	367	425	712	707
		2′ 6″ GAUGE.							
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		2,826	2,951	2,826	2,951	5,563	5,181
8	(o)	Jacobabad-Kashmor		103	217	103	217	272	550
8	(p)	Kalka-Simla		1,437	592	1,417	593	428	561
8	(q) and (r)	Kohat-Thal and Nowshera-Durgai		623	581	676	772	1,150	1,198
10	(k)	Morappur-Hosur		542	554	...	...	...	...
1	(g)	Purulia-Ranchi		776	860	939	1,120	2,575	2,279
1	(h)	Raipur-Dhamtari		161	161	161	161	130	125
10	(l)	Tirupattur-Krishnagiri		151	152	...	...	...	...
8	(s)	Trans-Indus (Kalabagh-Bannu)		283	432	283	432	283	439
		2′ 0″ GAUGE.							
21	(f)	Pipar-Bilara Light		54	53	54	53	...	...

DIX 12—*continued.*

during each half of the financial year 1915-16.

[prepare these statistics.]

64	65	66	67	68	69	70	Number.
TRAFFIC—*contd.*							
MILEAGE—*concld.*							
(excluding brakes)—(in thousands).		Percentage of freight upon capacity hauled—					

4th or lowest class. Seats.		Other vehicles. Tons.		1st class. Per cent.		2nd class. Per cent.		3rd or intermediate class. Per cent.		4th or lowest class. Per cent.		Other vehicles. Per cent.		Main Head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
710,919	779,074	12,288	15,158	6·27	8·19	11·36	13·98	17·35	21·00	45·76	46·15	26·30	28·81	1
933,725	979,467	21,774	23,891	5·16	7·02	12·14	14·14	...	...	45·95	46·78	29·37	34 85	2
722,679	621,589	36,996	28,503	3·71	3·88	11·24	11·61	17·93	21·47	28·56	40·36	5·80	7·27	3
2,296,349	2,400,631	60,464	68,647	4·59	5·88	7·30	10·48	16·17	19 08	43·93	40·80	19·81	19·83	4
1,894,553	2,008,724	35,575	39,233	5·77	7·56	15·25	16·44	20·43	21·03	38·18	37·21	45·86	53·15	5
555,659	571,665	16,311	15,964	13·54	14·40	18·61	18·49	42·54	50·72	58·82	58 79	27·38	32·70	6
108,269	107,722	3,069	2,957	6·86	7 71	16·22	19·42	...	...	46·03	46 18	18·39	22·45	7
2,633,502	2,750,196	40,242	37,706	3·31	5·16	17·57	21·75	18·39	14·89	47·90	45·65	36·78	57·36	8
663,397	692,240	41,080	55,866	3·09	3·20	11·96	12·65	43·75	36·34	52·69	45·93	5·70	4 99	9
230,366	231,713	4,909	4,615	14·23	11·92	31·90	21·03	...	...	55·69	55·13	26·59	28·74	10
216,705	207,648	1,395	1,793	3·43	5.18	5·64	8·50	26·03	32·67	36·26	46·07	38·50	41·60	12
886,460	926,968	1,293	2,484	1·60	1·98	7·27	6·86	10·60	12·78	47·46	50·84	89·25	63 01	13
44,606	45,716	331	354	2·74	3·19	15·51	17·01	...	...	57·80	54·86	95·76	42·04	15
1,105,613	1,098,802	12,179	13,511	3·17	4·42	18·60	19·27	...	...	53·26	50·29	31·32	34 44	2
630,688	638,914	7,871	7,741	11·15	11·83	13·97	15·76	...	...	38·81	48·00	23·29	22·94	16
408,539	414,923	23,154	20,923	2·41	3·12	18·45	19·89	33·41	35·61	41·19	55·77	7·11	10·60	3
39,191	43,674	332	378	3·92	4·17	20·66	25·19	...	...	52·78	52 51	27·12	28·88	19
143,395	132,408	795	831	4·96	7·38	13·71	15·98	...	...	41·60	44·73	42·89	59·83	7
8,720	9,131	50	60	2·61	4·61	22·64	23·81	...	...	62·97	58 93	73·25	109·85	20
247,977	246,147	8,409	10,089	1·83	3 27	13·61	13·90	25·26	17·58	54·41	47·63	9·36	8 55	21
20,297	21,985	60	83	5·16	6·90	35·64	41·61	...	...	50·54	49·77	58·94	50·82	22
610,769	613,254	8,234	8,092	6·64	6·41	23·36	23·22	28·53	22·12	52·14	48·13	26·12	25·12	6
3,075	2,688	229	222	39·07	28·29	...	...	...	...	87·98	95·24	21·81	18·11	10
144,858	136,524	279	239	8·73	6 86	25·76	23·22	49·82	36 27	46·21	45·84	89·81	77·60	26
21,547	22,558	107	126	11·96	11·19	42·98	33·71	...	...	67·98	67·66	44·01	37·12	10
848,475	835,787	10,959	11,327	8·11	8·57	41·57	30·00	...	...	66·67	60·35	18·41	17·79	10
13,240	13,978	41	49	2·78	5 73	13·22	21·23	7·85	14·53	57·81	57·49	77·09	74·31	27
102,824	101,865	1,043	1,026	2·00	2·15	7·59	7·93	12·97	16·23	33·61	31·36	14·37	15 30	1
4,808	4,525	20	30	0·42	1·04	7·18	9·24	11·82	20·80	38·25	42·37	46·03	7·83	8
5,858	2,277	433	315	25·01	31·93	39·90	52·78	37·00	42·32	55·40	99·01	28·25	35·64	8
17,136	17,913	70	39	7·07	9·90	24·90	28·18	24·10	26·95	56·90	60·05	56·81	142·50	8
11,964	11,855	545	538	3·54	3·85	...	...	...	...	45·66	39·98	1·91	1·65	10
19,131	22,636	301	315	9·21	9·29	19·67	17 66	15·15	26·08	42·00	59·29	20·57	24·91	1
6,558	6,554	12	13	2·26	2·25	17·79	14·01	53·62	48·47	44·90	42·41	79·04	73·58	1
2,922	2,827	166	155	3·78	4·35	...	...	...	...	76·31	71·84	3·52	2 32	10
11,436	11,685	12	53	14·19	10 58	28·87	23 13	44·46	37 43	59·64	61·67	186·63	92·25	8
727	775	...	...	...	0·43	4·80	5·11	...	...	119·05	89·91	...	...	21

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not prepare

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	71		72	
				COACHING			
				WEIGHT OF TRAIN			
				Gross ton-mileage of (in			
Main head.	Sub-head.			Freight. Ton-miles.		Dead-weight. Ton-miles.	
				1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.					
1	(a)	Bengal-Nagpur		24,352	28,004	516,807	555,548
2	(a) to (e)	Bombay, Baroda and Central India		33,570	37,615	573,005	597,879
3	(a)	Eastern Bengal		16,810	19,806	457,912	416,818
4	(a) to (c)	East Indian		78,576	80,307	1,350,831	1,753,095
5	(a) to (g)	Great Indian Peninsula		64,769	71,653	1,513,791	1,624,427
6	(a) to (c)	Madras and Southern Mahratta		25,144	25,924	427,333	454,281
7	(a) and (b)	Nizam's Guaranteed State		3,609	3,884	68,850	73,498
8	(a) to (n)	North Western		97,057	104,700	1,755,613	1,748,823
9	(a) and (b)	Oudh and Rohilkhand		25,970	24,466	496,291	534,947
10	(a)	South Indian		10,235	10,152	165,310	164,315
		3′ 3⅜″ GAUGE.					
12	...	Assam-Bengal		5,518	6,834	96,982	94,950
13	(a) and (b)	Bengal and North-Western		27,182	30,615	337,154	346,379
15	(a) and (b)	Bhavnagar State		1,712	1,707	20,579	21,915
2	(f) to (l)	Bombay, Baroda and Central India		39,681	38,422	412,045	420,387
16	(a) to (c)	Burma		16,919	18,851	268,933	269,384
3	(c) to (e)	Eastern Bengal		12,967	17,577	242,835	236,427
19	(a) to (c)	Gondal-Porbandar State		1,390	1,556	18,719	19,582
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley		4,062	4,225	60,393	61,990
20	...	Jamnagar		378	403	3,720	4,013
21	(a) to (e)	Jodhpur-Bikaner		9,192	8,266	95,547	93,771
22	...	Junagad State		681	730	7,859	8,293
6	(d) to (l)	Madras and Southern Mahratta		21,853	20,327	269,885	274,095
10	(c)	Nilgiri		249	217	2,705	2,560
26	(a) and (b)	Rohilkund and Kumaon		4,388	4,045	60,175	55,699
10	(g)	Shoranur-Cochin		970	999	9,296	9,583
10	(b), (d) to (f) and (h) to (j)	South Indian		36,957	33,209	354,484	352,826
27	...	Udaipur-Chitorgarh		500	534	5,670	5,813
		2′ 6″ GAUGE.					
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		2,289	2,150	44,788	44,499
8	(o)	Jacobabad-Kashmor		108	126	1,270	1,409
8	(p)	Kalka-Simla		408	306	5,506	3,362
8	(q) and (r)	Kohat-Thal and Nowshera-Durgai		659	744	5,724	5,936
10	(k)	Morappur-Hosur		340	283	5,297	5,301
1	(g)	Purulia-Ranchi		589	943	10,366	11,531
1	(h)	Raipur-Dhamtari		193	182	1,152	1,145
10	(l)	Tirupattur-Krishnagiri		140	126	1,284	1,261
8	(s)	Trans-Indus (Kalabagh-Bannu)		450	504	3,688	4,286
		2′ 0″ GAUGE.					
21	(f)	Pipar-Bilara Light		54	44	93	83

DIX 12—*continued.*

during each half of the financial year 1915-16.

these statistics.]

73	74	75	76	77	78	79	Number.

TRAFFIC—*contd.*

AND TON-MILEAGE.								COST OF WORKING AND PROFITS—						
all coaching trains thousands).		Average weight of a coaching train.						Average cost of hauling a coaching train one mile.		Average cost of hauling a coaching vehicle with its load one mile.		Average cost of hauling a coaching unit one mile.		
Total.		Freight.		Dead-weight.		Total.						Per passenger unit.		Main head.
Ton-miles.		Tons.		Tons.		Tons.		Rs.		Pies.		Pies.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
541,159	583,552	13·59	15·45	288·44	306·47	302·03	321 92	1·22	1·07	18·02	14·64	1·09	0·86	1
606,575	635,494	18·19	19·75	310·52	313·90	328·71	333·65	2·03	1·59	26·70	20·46	1·42	1·06	2
474,722	436,624	11·33	13 20	308·67	277·75	320·00	290·95	1·61	1·73	20·13	24·68	1·61	1·47	3
1,729,407	1,833,402	16·16	15·81	339·56	345·20	355·72	361·01	1·06	0·95	18·07	11·37	0·78	0·72	4
1,578,560	1,696,080	12·36	13·70	300·45	310·55	313·31	324·25	1·80	1·56	27·17	22·89	1·99	1·70	5
452,477	480,205	18·36	18·64	312·00	326·63	333 36	345·27	1·79	1·79	26·87	26·27	1·16	1·16	6
72,459	77,382	13·54	14·07	258·42	266·18	271 96	280 25	1·58	2·00	29·33	36·61	1·50	1·86	7
1,852,670	1,853,523	16·78	17 25	303·53	298·15	320·31	305·40	1·66	1·68	22·64	23·16	1·27	1·34	8
522,261	559,413	16·89	14·43	322·82	315·37	339·71	329·80	1·55	1·55	18·97	20 11	1·07	1 27	9
175,545	174,467	16·52	16 85	266·82	272·68	283·34	289·53	1·39	1·29	28·50	21 62	1·06	0·98	10
102,500	101,784	13·65	16 17	239·85	224·60	253·50	240 77	2·45	2·10	19·53	18·06	2·13	1·56	12
364,286	376,992	15·49	17·48	192·44	197·75	207·93	215·23	1·01	1·01	8·52	8·12	0·78	0·69	13
22,291	23,622	10·32	10·22	124·01	131·16	134·33	141·38	1·15	1·08	16·69	15·46	1·35	1·30	15
451,726	458,809	19·77	18·99	205·30	207 75	225 07	226·74	1·59	1·35	15·67	13·28	0·96	0·86	2
285,852	288,235	13·51	15·60	214·78	222 90	228·29	238·50	1·86	2·00	17·87	18·41	1·67	1 53	16
255,802	254,004	10·24	13·91	191·66	187·08	201 90	200 99	1·49	1·54	16·70	17·44	1·62	1·25	3
20,109	21,188	9·84	11·32	132·47	142 46	142 31	153·78	1 22	1·30	16·53	17·36	1·49	1·37	19
64,445	66,215	11·07	11·45	164·95	167·92	176 02	179 37	1·50	1·40	22·62	20·61	1·65	1 54	7
4,098	4,416	15·03	14 42	147·85	143·61	162·88	158·03	2·18	2 09	26·47	25·31	1·82	1·93	20
104,789	107,037	17·89	15·87	186 02	189·58	203·91	205·45	1·24	1·16	12·86	11·87	0·82	0·87	21
8,540	8,962	13·25	14·66	152·80	165·39	166 05	180·05	1·63	1·75	19·33	19 02	1·48	1·45	22
291,738	294,422	15·04	13·80	185·70	186 14	200·74	199 94	1·41	1·43	15·23	15·70	1·10	1·22	6
2,954	2,777	7·10	6 62	77·02	78·06	84·12	84·68	5·59	4·91	161·85	149·21	9·24	8·21	10
64,563	59,744	14·16	13·71	194·18	188·73	208·34	202·44	1·57	1·34	16·81	14·16	1·31	1·14	26
10,266	10,582	14·74	14 95	141·29	143·40	156·03	158·35	1·18	1·37	16·99	19 92	0·92	1·04	10
391,441	386,035	19·18	17·51	184·00	186 01	203·18	203 52	1·31	1·37	14·15	14·59	0·75	0·86	10
6,170	6,947	13·48	15·45	152·98	168·05	166·46	183·50	1·64	1·57	21·31	17·84	1·46	1·22	27
47,077	46,649	9·41	8 92	184·05	184·52	193 46	193·44	1·85	1·87	14·85	14·97	2·23	2·39	1
1,378	1,535	6·82	8·03	80·54	89·71	87 36	97·74	0·73	0·91	8·20	9·57	1 32	1·30	8
5,914	3,668	5·97	5·79	80·66	63·75	86·63	69 54	2·66	1·86	58·03	55·89	6·55	3 35	8
6,383	6,680	7·78	8·70	67·52	69 46	75·30	78·16	1·13	1·76	21·56	32·78	1·72	2·47	8
5,637	5,584	6·78	5 31	105·64	99·31	112 42	104·62	1·11	1·04	11·82	11·74	1·77	2·11	10
10,955	12,474	10·64	16 16	187·10	197·52	197·74	213·68	1·42	1·40	11·67	10·64	1·56	0 99	1
1,345	1,327	12·60	11·98	75·13	75·24	87·73	87·22	1·36	1·17	15·98	13·63	1·25	1·13	1
1,424	1,387	11·48	10 19	105·10	101·82	116·58	112·01	1·39	1·36	14·35	14·72	1·30	1·42	10
4,138	4,790	14·82	15·54	121·40	132·23	136·22	147·77	3·10	2·43	23 51	23·14	1·14	1·88	8
147	127	8·41	7·70	14·38	14·35	22·79	22·05	0·66	0·36	12·72	5·80	0·91	0·54	21

APPEN

Analysis of working of each railway system

[Note—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	80		81		82	
				COACHING					
				Cost of					
Main head.	Sub-head.			Average cost of hauling a coaching unit one mile. Other traffic per ton. Pies.		Average profit on working a coaching train one mile. Rs.		Average profit 1st class. Pies.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ Gauge.							
1	(a)	Bengal-Nagpur		12·57	8·40	1·79	2·38	—6·68	—0·20
2	(a) to (e)	Bombay, Baroda and Central India		13·38	8·73	1·35	2·10	—13·23	—1·79
3	(a)	Eastern Bengal		33·05	34·24	1·00	1·28	—8·20	—11·85
4	(a) to (c)	East Indian		10·83	9·37	2·17	2·24	—0·49	3·47
5	(a) to (g)	Great Indian Peninsula		10·38	7·81	0 65	1 21	—16·62	—9·62
6	(a) to (c)	Madras and Southern Mahratta		17·19	15·85	2·00	2·07	—9·13	—6·95
7	(a) and (b)	Nizam's Guaranteed State		11·21	12·90	1·39	1·05	—17·24	—22·83
8	(a) to (n)	North Western		8·01	6 09	1·68	1·72	—14·67	—12·97
9	(a) and (b)	Oudh and Rohilkhand		16·50	17·30	2·23	1 69	—6·73	—7·49
10	(a)	South Indian		18·22	15 69	1·36	1·52	—0·97	—1 05
		3′ 3⅜″ Gauge.							
12	...	Assam-Bengal		25·32	13·10	0·82	1·80	—12·25	—7·83
13	(a) and (b)	Bengal and North-Western		4·23	3·90	1·74	2·07	—6 77	—5·94
15	(a) and (b)	Bhavnagar State		8·95	7·41	1·58	1·63	—13·43	—11·66
2	(f) to (l)	Bombay, Baroda and Central India		10·71	8·41	1·77	1·87	—10·71	—6·52
16	(a) to (c)	Burma		17·85	18·21	1·69	2·11	—2·92	—2·44
3	(c) to (e)	Eastern Bengal		36·26	24·62	0·81	1 59	—12·86	—12 23
19	(a) to (c)	Gondal-Porbandar State		18·01	14·91	1·19	1·77	—10·18	—9·64
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley		18·82	9·84	0·69	0·87	—16·45	—11·52
20	...	Jamnagar		7·56	7 62	1·82	2·20	—22·67	—18·33
21	(a) to (e)	Jodhpur-Bikaner		10 60	11·35	2·03	1·88	—8·20	—3·46
22	...	Junagad State		9·94	9·27	1·91	2·16	—15·22	—14·56
6	(d) to (l)	Madras and Southern Mahratta		15·19	17·02	1·51	1·24	—7·21	—8·00
10	(c)	Nilgiri		188·40	199·10	—0·25	—0·35	—25·38	—51·80
26	(a) and (b)	Rohilkund and Kumaon		13·65	15 62	1·41	1·46	—2·07	—4·97
10	(f)	Shoranur-Cochin		22·02	27·01	1·54	1·41	—5·79	—8·55
10	(b), (d) to (f) and (h) to (j)	South Indian		24·99	26 48	2·07	1·75	—6·64	—5·46
27	...	Udaipur-Chitorgarh		8·86	7·59	0·79	1·27	—13·96	—6·52
		2′ 6″ Gauge.							
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		47·72	47·89	0·27	0·15	—11·99	—11·96
8	(o)	Jacobabad-Kashmor		6·44	25 08	1·18	1·61	—6 85	—6·23
8	(p)	Kalka-Simla		53·48	48·29	4·32	4·76	76·29	120·20
8	(g) and (r)	Kohat-Thal and Nowshera-Durgai		18·05	15·34	0·62	0·20	—11·20	—18·05
10	(k)	Morappur-Hosur		95·50	115 00	0·08	—0·08	—7·97	—8·07
1	(g)	Purulia-Ranchi		25·27	19·31	1·33	2·30	0·52	2 04
1	(h)	Raipur-Dhamtari		18·96	17·32	1·99	2·00	—12·38	—9·86
10	(l)	Tirupattur-Krishnagiri		63·32	97·63	0·53	0·43	—10·72	—10·59
8	(s)	Trans Indus (Kalabagh-Bannu)		17·51	19·83	—0·05	0·80	2·07	—4·56
		2′ 0″ Gauge.							
21	(f)	Pipar-Bilara Light		15·06	8·95	0 97	1·14	...	—4·87

DIX 12—*continued.*

during each half of the financial year 1915-16.

prepare these statistics.]

83	84	85	86	87	88	89	NUMBER.
TRAFFIC—*concld.*						GOODS TRAFFIC.	
WORKING AND PROFITS.						GROSS RECEIPTS AND TRAIN MILEAGE.	
on working a coaching vehicle one mile.				Average profit on working a coaching unit one mile.		Receipts from goods traffic (in thousands).	Main head.
2nd class. Pies.	3rd or intermediate class. Pies.	4th or lowest class. Pies.	Other vehicles. Pies.	Per passenger unit. Pies.	Other traffic per ton. Pies.	Rs.	
1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	
—2·25 / 4·79	2·34 / 10·20	38·81 / 42·80	37·49 / 51·79	1·51 / 1·78	26·76 / 30·80	1,28,15 / 1,57,26	1
—7·41 / 2·46	... / ...	27·07 / 34·56	18·19 / 32·88	0·86 / 1·25	15·19 / 19·38	1,14,18 / 1,42,38	2
—0·64 / —2·76	5·11 / 5·47	20·13 / 31·99	9·17 / 8·86	1·07 / 1·19	12·14 / 8·13	64,86 / 59,61	3
—1·48 / 2·90	8·30 / 12·89	40·56 / 38·86	25·57 / 28·07	1·61 / 1·71	20·80 / 22·89	3,56,51 / 3,82,72	4
—1·85 / 4·59	8·50 / 11·75	15·50 / 17·27	49·79 / 65·69	0·59 / 0·81	22·15 / 26·27	2,71,98 / 4,11,18	5
—4·54 / —3·42	29·47 / 37·98	42·62 / 40·06	25·64 / 37·95	1·30 / 1·31	18·46 / 19·73	73,40 / 75,71	6
—8·57 / —13·12	... / ...	40·34 / 32·17	56·73 / 54·61	1·15 / 0·78	23·76 / 21·80	21,32 / 26,35	7
—4·87 / —5·50	—2·57 / —1·47	35·16 / 32·61	50·42 / 91·82	1·12 / 1·08	23·21 / 23·98	2,78,29 / 2,52,18	8
1·61 / 0·57	19·21 / 11·80	38·71 / 32·56	18·29 / 16·97	1·54 / 1·36	24·07 / 23·38	47,04 / 51,96	9
7·47 / 6·60	... / ...	28·90 / 30·76	17·96 / 23·58	1·05 / 1·14	16·74 / 18·63	20,30 / 23,68	10
—13·57 / —9·77	—7·59 / —3·37	11·91 / 22·50	13·20 / 22·67	0·67 / 1·27	17·46 / 24·67	16,95 / 15,47	12
—3·92 / —3·20	—1·55 / 0·30	19·25 / 21·14	99·95 / 90·40	1·25 / 1·32	37·34 / 36·06	41,00 / 51,21	13
—4·08 / —1·52	... / ...	28·64 / 28·23	105·60 / 126·06	1·78 / 1·79	41·49 / 43·23	3,39 / 3,31	15
—2·27 / 1·35	... / ...	20·20 / 20·64	31·17 / 35·01	1·03 / 1·15	18·41 / 18·43	80,71 / 1,17,41	2
1·07 / 2·46	... / ...	19·34 / 23·30	15·94 / 15·47	1·49 / 1·63	17·46 / 17·27	57,98 / 62,44	16
—2·61 / —0·19	3·82 / 6·29	16·25 / 27·65	3·54 / 12·52	1·01 / 1·36	4·34 / 17·25	31,92 / 33,41	3
—0·56 / 0·25	... / ...	28·02 / 30·81	38·47 / 40·40	1·84 / 1·80	35·67 / 36·47	2,71 / 3,32	19
—8·12 / —4·41	... / ...	13·34 / 14·51	54·03 / 85·78	0·64 / 0·77	25·33 / 29·04	10,33 / 18,14	7
—0·90 / 3·18	... / ...	29·17 / 31·26	119·83 / 141·52	1·35 / 1·79	30·81 / 28·02	50 / 43	20
1·42 / 2·79	5·12 / 3·52	25·60 / 23·59	35·55 / 32·86	1·27 / 1·33	28·30 / 28·48	19,65 / 27,27	21
1·19 / 1·18	... / ...	29·46 / 29·40	83·23 / 89·84	1·64 / 1·66	41·39 / 41·98	1,15 / 1,81	22
2·39 / 1·25	6·02 / 0·81	18·89 / 15·60	27·37 / 28·98	1·10 / 0·98	29·06 / 27·64	62,14 / 60,68	6
... / ...	... / ...	—45·07 / —44·88	83·71 / 84·98	—2·33 / 2·71	111·89 / 133·47	1,79 / 1,75	10
3·85 / 2·18	1·95 / 0·31	15·82 / 17·42	80·00 / 58·59	1·04 / 1·15	50·24 / 48·06	7,24 / 9,51	26
8·11 / 4·02	... / ...	27·75 / 25·85	26·63 / 21·90	1·19 / 1·08	27·33 / 22·56	1,54 / 1,80	10
9·63 / 8·40	... / ...	28·02 / 23·26	6·17 / 6·68	1·28 / 1·19	13·60 / 13·00	45,81 / 47,45	10
—7·16 / 4·98	—14·95 / —6·07	12·59 / 15·90	94·56 / 87·78	0·61 / 0·90	28·71 / 27·94	48 / 80	27
—10·24 / —9·75	—7·50 / —6·09	5·44 / 4·00	—2·38 / —2·29	0·38 / 0·24	6·43 / —6·06	4,65 / 5,58	1
3·97 / 6·37	3·91 / —6·82	14·24 / 19·03	33·04 / 52·37	2·13 / 2·36	7·01 / 96·66	32 / 35	6
48·94 / 82·25	95·29 / 114·93	68·44 / 156·14	193·84 / 183·68	8·93 / 11·55	146·39 / 151·97	2,46 / 2,57	8
—4·97 / —15·42	—4·33 / —12·92	14·80 / 5·24	43·69 / 125·84	0·88 / 0·14	28·88 / 31·03	81 / 1,10	8
... / ...	... / ...	2·18 / 0·39	—4·59 / —5·94	0·21 / —0·07	—36·63 / —56·48	22 / 21	10
2·94 / 2·89	0·72 / 9·10	14·93 / 22·20	7·04 / 11·40	1·52 / 1·68	16·20 / 22·19	97 / 112	1
—2·27 / —2·78	41·13 / 36·68	27·89 / 27·88	22·42 / 21·99	1·84 / 1·95	24·76 / 26·24	33 / 33	1
... / ...	... / ...	8·79 / 8·18	—5·52 / —8·31	0·61 / 0·59	—21·49 / —51·59	11 / 11	19
—1·60 / —7·50	—2·49 / —5·88	7·97 / 7·72	104·15 / 42·27	1·23 / 0·49	28·09 / 26·76	49 / 52	8
—7·48 / —0·48	... / ...	22·10 / 20·43	... / ...	1·36 / 1·74	11·70 / 20·13	4 / 10	21

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1). Main head.	Sub-head.	Railway system.	Serial number.	90		91		92	
				GOODS					
				GROSS RECEIPTS AND TRAIN-MILEAGE—*concld.*				UNITS AND	
				Goods train-miles run (in thousands).		Average goods receipts per train-mile.		Tons of goods carried one mile (in thousands).	
				No.		Rs.		Ton-miles.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(a)	Bengal-Nagpur		2,836	3,070	4·52	5·12	775,356	895,690
2	(a) to (e)	Bombay, Baroda and Central India		1,420	1,718	8·40	8·29	383,585	470,272
3	(a)	Eastern Bengal		899	781	7·21	7·63	191,786	186,271
4	(a) to (c)	East Indian		7,576	8,142	4·71	4·70	2,376,194	2,615,704
5	(a) to (g)	Great Indian Peninsula		5,537	6,864	4·91	5·99	1,223,161	1,685,630
6	(a) to (c)	Madras and Southern Mahratta		1,252	1,344	5·86	5·63	288,680	306,246
7	(a) and (b)	Nizam's Guaranteed State		376	423	5·67	6 23	70,956	84,432
8	(a) to (n)	North Western		4,721	4,682	5·89	5·39	1,238,822	1,187,400
9	(a) and (b)	Oudh and Rohilkhand		996	1,164	4·72	4 46	191,693	195,025
10	(a)	South Indian		409	463	4·96	5·11	62,612	74,418
		3′ 3½″ GAUGE.							
12	...	Assam-Bengal		548	518	3·09	2 99	93,157	53,646
13	(a) and (b)	Bengal and North-Western		1,277	1,446	3·21	3 54	148,682	168,211
15	(a) and (b)	Bhavnagar State		93	86	3·66	3·86	8,324	8,659
2	(f) to (l)	Bombay, Baroda and Central India		2,132	3,018	3·79	3·89	272,603	351,866
16	(a) to (c)	Burma		1,519	1,372	3·82	4·55	179,868	173,871
3	(c) to (e)	Eastern Bengal		862	842	3·70	3 97	89,451	93,271
19	(a) to (c)	Gondal-Porbandar State		82	105	3·32	3·17	6,207	8,518
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley		228	295	4·53	6·15	25,213	39,444
20	... ...	Jamnagar		12	11	4·15	4·02	765	573
21	(a) to (e)	Jodhpur-Bikaner		621	727	3·17	3·75	73,596	86,865
22	...	Junagad State		41	51	2·84	3·58	2,488	3,813
6	(d) to (l)	Madras and Southern Mahratta		2,109	2,032	2·95	2 98	184,415	188,014
10	(c)	Nilgiri		23	20	7·94	8·14	597	620
26	(a) and (b)	Rohilkund and Kumaon		256	267	2·82	3·56	22,527	25,214
10	(g)	Shoranur-Cochin		47	58	3·30	3 12	4,805	5,678
10	(b), (d) to (f) & (h) to (j)	South Indian		1,387	1,458	3·30	3 25	138,473	147,342
27	...	Udaipur-Chitorgarh		15	19	3·22	4·16	649	957
		2′ 6″ GAUGE.							
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		209	219	2·22	2·55	16,358	19,093
8	(o)	Jacobabad-Kashmor		15	17	2·12	2·07	561	514
8	(p)	Kalka-Simla		64	65	3·88	3·97	1,479	1,580
8	(q) and (r)	Kohat-Thal and Nowshera-Durgai		55	54	1·46	2·03	1,612	1,734
10	(k)	Morappur-Hosur		18	16	1·24	1·27	406	405
1	(g)	Purulia-Ranchi		49	14	2·00	2·54	2,611	2,528
1	(h)	Raipur-Dhamtari		15	14	2·17	2·40	1,002	939
10	(l)	Tirupattur-Krishnagiri		7	8	1·64	1·48	200	209
8	(s)	Trans-Indus (Kalabagh-Bannu)		19	33	2·58	1 60	1,221	1,541
		2′ 0″ GAUGE.							
21	(f)	Pipar-Bilara Light		3	8	1·16	1·35	70	303

DIX 12—*continued*

during each half of the financial year 1915-16.

prepare these statistics.]

93	94	95	96	97	98	99	NUMBER.

TRAFFIC—*contd.*

UNIT MILEAGE.				VEHICLES AND VEHICLE-MILEAGE.										
Average sum received for carrying a ton one mile. Pies.		Average number of tons in a train. Tons.		Number of goods vehicles hauled one mile (in thousands).								Average number of vehicles in a goods train.		Main head.
				Loaded. Vehicle miles.		Empty. Vehicle miles.		Brake-vans. Vehicle miles.		Total. Vehicle miles.		Freight Vehicles. No.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
3·17	3·37	273·36	291·79	62,435	70,145	28,755	32,068	3,595	3,309	94,785	105,522	32·15	33·30	1
5·71	5·81	270·07	273 65	34,152	42,993	17,321	20,982	1,700	3,226	53,173	66,201	36·24	37·23	2
6·49	6·14	213·35	238·41	31,867	24,039	12,308	8,755	886	772	45,061	33,566	49·14	41·97	3
2·88	2·81	313·65	321·25	170,550	186,658	99,425	117,775	8,190	8,739	278,165	313,172	35·64	37·39	4
4 27	4·68	220·91	245·58	113,673	141,402	39,031	49,691	8 981	11,133	161,685	202,226	27·58	27·84	5
4·88	4·75	230·56	227·81	28,368	29,243	9,189	11,330	2,713	2,784	40,270	43,357	29·99	30·18	6
5·77	5·99	188.80	199 58	5,902	6,866	3,089	3,246	366	382	9,357	10,494	23·92	23·90	7
4·31	4 08	262·40	258·63	115,115	114,946	47,708	38,651	4,784	4,840	167,607	158,437	34·49	32·81	8
4·71	5·12	192·47	167·50	24,049	23,971	8,379	9,405	925	1,021	33,353	34,397	32·56	28·66	9
6·23	6 11	153·07	160·57	6,560	7,558	1,780	2,263	516	595	8,856	10,416	20·39	21·19	10
5·15	5·54	115·34	103·64	9,571	8,868	4,381	3,701	665	619	14,617	13,188	25·48	24·28	12
5·29	5 84	116·41	116·32	26,258	31,957	9,096	10,398	2,396	2,516	37,750	44,871	27·68	29·29	13
7·83	7·33	89·87	101·11	1,694	1,833	846	849	77	70	2,617	2,752	27·42	31·31	15
5·68	6·41	127·35	116 58	46,404	64,945	16,620	27,459	2,054	3,039	65,078	95,443	29·56	30·61	2
6·19	6·89	118·40	126·70	29,328	27,881	10,265	10,499	2,392	2,494	41,985	40,874	26·07	27·96	16
6·85	6 88	103·77	110·72	20,703	21,088	5,117	6,442	801	861	26,621	28,391	29·95	32·68	3
8·37	7·49	76·15	81 41	1,295	1,795	526	871	38	55	1,859	2,721	22·34	25·47	19
7·87	8·83	110·57	133·80	4,232	5,795	1,223	2,094	330	489	5,785	8,378	23·92	26·76	7
12·54	14·44	63·61	53·51	169	145	79	59	...	...	248	204	20·62	19·08	20
5·13	6·03	118·59	119 50	11,769	14,435	6,418	6,752	1,336	1,368	19,523	22,555	29·31	29·15	21
8·90	9·12	61·22	73·38	514	803	278	306	16	16	803	1,126	19·35	21·93	22
6·47	6·19	87·45	92·54	36,155	35,557	11,695	9,956	2,983	2,974	50,833	48,487	22·69	22·40	6
57·58	54·06	26·47	31 03	96	92	32	43	1	...	129	135	5·68	6·75	10
6·17	7 25	87·83	94·41	3,847	4,637	1,614	1.803	413	471	5,874	6,911	21·29	24·11	26
6·15	6·08	103·05	98·62	915	1,003	467	249	61	68	1,143	1,320	23·22	21·74	10
6·35	6·18	99·86	101·08	24,050	25,447	10,059	12,135	1,950	2,052	36,060	39,634	24·59	25·78	10
14·23	16·10	43·49	49·71	163	223	101	155	...	...	264	378	17·73	19·65	27
5·46	5·61	78·17	87·19	3,413	3,672	1,806	1,836	205	252	5,424	5,817	24·94	25·38	1
10·88	13 07	37·44	30·43	183	197	78	97	14	16	270	310	17·05	17·38	8
31·99	31·23	23·26	24·44	329	284	137	93	69	55	535	432	7·32	5·84	8
9·64	11 57	29·12	32·08	590	693	136	124	69	74	795	891	13·12	15·12	8
10·60	9·81	22·49	24·78	208	162	52	44	12	10	270	216	14·34	12·60	10
7·15	8 51	53 67	57·33	614	720	248	209	18	18	880	947	17·72	21·09	1
6·37	6·75	65·38	68·31	208	189	67	73	17	14	292	276	17·95	19·08	1
10·71	10 32	29·36	27 60	68	71	20	20	5	5	93	96	12·98	12·02	20
7·73	6·50	64·12	47·31	275	351	71	109	15	13	361	473	18·13	14·12	8
11·04	6·61	20·19	39·11	15	37	4	24	9	13	28	74	5·55	7·83	21

APPE N

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	100		101		102	
				GOODS					
				VEHICLES AND					
				Average number of vehicles in a goods train—*concld.*				Average earnings per goods vehicle per mile (excluding brakes).	
Main head.	Sub-head.			Brake-vans. No.		Total. No.		Pies.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(a)	Bengal-Nagpur		1·27	1·08	33·42	34·38	26·98	29·54
2	(a) to (e)	Bombay, Baroda and Central India		1·20	1 29	37·44	38·52	42·59	42·73
3	(a)	Eastern Bengal		0·99	0·99	50·13	42·96	28·19	34·90
4	(a to (c)	East Indian		1·08	1·07	36·72	38·46	25·35	24·14
5	(a) to (g)	Great Indian Peninsula		1·62	1 62	29·20	29·46	34·20	41·31
6	(a) to (c)	Madras and Southern Mahratta		2·17	2·07	32·16	32·25	37·53	35·83
7	(a) and (b)	Nizam's Guaranteed State		0·98	0·90	24·90	24·80	45·52	50 04
8	(a) to (n)	North Western		1·01	1·03	35·50	33·84	32·82	31·52
9	(a) and (b)	Oudh and Rohilkhand		0·93	0 88	33·49	29 54	27·85	29·89
10	(a)	South Indian		1·26	1 28	21·65	22·47	46 74	46·30
		3′ 3¾″ GAUGE.							
12	...	Assam-Bengal		1·21	1·20	26·69	25·48	23·32	23·63
13	(a) and (b)	Bengal and North-Western		1·87	1·74	29·55	31·03	22·27	23·21
15	(a) and (b)	Bhavnagar State		0·83	0 82	28·25	32·13	25·66	23·68
2	(f) to (l)	Bombay, Baroda and Central India		0·96	1·01	30·52	31·62	24 59	24·40
16	(a) to (c)	Burma		1·57	1·82	27·64	29·78	28·11	31·24
3	(c) to (e)	Eastern Bengal		0·93	1·02	30·88	33 70	23·73	23·30
19	(a) to (c)	Gondal-Porbandar State		0·47	0·53	22·81	26·00	28·55	23 93
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley		1·45	1·66	25·37	28·42	36·36	44·15
20	...	Jamnagar		...	...	20·62	19·08	38 68	40 49
21	(a) to (e)	Jodhpur-Bikaner		2·15	1·88	31·46	31·03	20·74	24·71
22	...	Junagad State		0·40	0·32	19·75	22·25	28·14	31·34
6	(d) to (l)	Madras and Southern Mahratta		1·42	1·47	24·11	23·87	24·98	25·58
10	(c)	Nilgiri		0·04	0 01	5·72	6·76	268·44	248 56
26	(a) and (b)	Rohilkund and Kumaon		1·61	1·76	22·90	25·87	25·47	28 37
10	(g)	Shoranur-Cochin		1·31	1·18	24·53	22·92	27·30	27 57
10	(b), (d) to (f) and (h) to (j)	South Indian		1·41	1·41	26·00	27·19	25·79	24·24
27	...	Udaipur-Chitorgarh		...	...	17·73	19·65	34·91	40·73
		2′ 6″ GAUGE.							
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		0·98	1·18	25·92	26·56	17·11	19·26
8	(o)	Jacobabad-Kashmor		0·94	0·96	17·99	18 34	23·88	22 88
8	(p)	Kalka-Simla		1·09	0·85	8·41	6·69	101 65	130·74
8	(q) and (r)	Kohat-Thal and Nowshera-Durgai		1·25	1·37	14 37	16·49	21·40	25·77
10	(k)	Morappur-Hosur		0·66	0 60	15·00	13·20	16·63	19·29
1	(g)	Purulia-Ranchi		0·38	0·40	18·10	21 49	21 65	23·14
1	(h)	Raipur-Dhamtari		1·10	1·04	19·05	20·12	23 20	24·18
10	(l)	Tirupattur-Krishnagiri		0·73	0 61	13·71	12·63	24·23	23·70
8	(s)	Trans-Indus (Kalabagh-Bannu)		0·81	0·41	18·94	14·53	27 36	21·76
		2′ 0″ GAUGE.							
21	(f)	Pipar-Bilara Light		2·69	1·73	8·24	9·56	40·13	32·99

DIX 12—*continued.*

during each half of the financial year 1915-16.

prepare these statistics.]

103	104	105	106	107	108	109	Number.

TRAFFIC—*continued.*

VEHICLE MILEAGE—*concluded.*

Carrying capacity hauled one mile (excluding brakes) (in thousands). Tons.		* Percentage of freight upon capacity hauled. Per cent.		Average load of a goods vehicle (including both loaded and empty). Tons.		Average load of a loaded goods vehicle. Tons.		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
1,580,398	1,778,813	49·06	50·37	8·50	8·76	12 42	12·77	1
913,461	1,149,201	41·99	40·92	7·45	7·35	11·23	10 94	2
748,768	550,194	25·61	33·85	4·34	5·68	6·02	7·75	3
4,768,852	5,423,525	49·83	48·23	8·80	8·59	13·93	14·01	4
2,577,332	3,261,785	47·46	51·68	8·01	8·82	10·76	11·92	5
640,456	698,666	45·07	43·83	7·69	7·55	10·18	10·47	6
163,498	182,967	43·40	46·15	7·89	8·35	12·02	12·30	7
3,433,723	3,032,341	36·08	39·16	7·61	7·73	10·76	10·33	8
574,161	597,573	33·39	32·64	5·91	5·84	7·97	8·14	9
146,784	172,213	42·66	43·21	7·51	7·58	9·54	9·85	10
139,730	127,005	45·20	42·24	4·53	4·27	6·60	6·05	12
359,154	430,078	41·40	39·11	4·21	3·97	5·66	5·26	13
20,421	21,180	40·76	40 98	3·28	3·23	4·91	4·72	15
578,129	872,142	47·15	40·35	4·33	3·81	5·87	5·42	2
368,535	361,428	48·80	48·11	4·54	4·53	6·18	6·24	16
297,814	317,890	30·04	29·34	3·46	3·39	4·32	4·42	3
13,651	19,183	45·47	44 40	3·41	3·20	4·79	4·75	19
59,552	87,114	42·34	45·28	4·62	5·00	5 96	6·81	7
2,032	1,509	37·62	38·01	3·09	2·30	4 54	3 96	20
165,213	190,069	44·55	45·70	4·05	4·16	6·25	6·02	21
5,799	7,784	42·91	48·99	3·16	3·44	4·84	4·75	22
383,074	363,760	48·14	51·69	3·85	4·13	5·10	5·29	6
1,293	1,360	46·21	45·59	4·66	4·60	6·21	6·78	10
57,474	67,998	39·19	37·08	4·12	3·92	5·86	5·44	26
10,090	11,827	47·62	48·01	4·44	4·54	5·25	5·66	10
293,246	326,526	47·22	45 12	4·06	3·92	5·76	5·79	10
2,267	3,271	28·62	29·26	2·45	2·52	3·97	4·28	27
43,031	45,798	38·01	41 69	3·13	3·44	4·79	5·20	1
2,027	2,381	27·69	21·60	2·19	1·75	3·07	2·62	8
4,079	3,299	36·25	47 90	3·18	4·16	4·50	5·56	8
3,884	4,126	41·50	42·02	2·22	2·12	2·73	2·50	8
1,272	1,017	31·91	40 03	1·57	1·97	1·97	2·50	10
7,437	8,019	35·11	31·52	3·03	2·72	4·25	3·51	1
1,846	1,819	54·28	51·60	3·64	3·53	4·82	4·96	1
432	444	46·39	47 09	2·26	2·30	2·92	2·96	10
3,083	4,026	39·60	38 26	3·54	3·35	4·45	4·39	8
88	265	79·05	114·31	3·64	4·99	4·59	8·30	21

WEIGHT OF TRAIN AND TON-MILEAGE.

Gross ton-mileage of all goods trains (in thousands).

Freight. Ton miles.		Dead-weight. Ton miles.		Total. Ton miles.		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
775,356	895,690	985,877	1,089,934	1,761,233	1,985,624	1
383,556	470,272	544,246	680,115	927,832	1,150,387	2
191,786	186,271	474,203	352,291	665,989	538,562	3
2,376,194	2,615,704	2,910,254	3,246,851	5,286,448	5,862,555	4
1,223,161	1,685,630	1,874,248	2,374,006	3,097,409	4,059,636	5
288,680	306,246	426,086	455,411	714,766	761,657	6
70,956	84,432	105,176	120,375	176,132	204,807	7
1,238,822	1,187,400	1,810,512	1,731,325	3,049,334	2,918,725	8
191,693	195,025	360,738	383,106	552,431	578,131	9
62,612	74,418	100,721	117,480	163,333	191,898	10
68,157	53,646	100,633	92,165	163,790	145,811	12
148,682	168,211	211,025	248,553	359,707	416,764	13
8,324	4,659	13,036	13,476	21,360	22,135	15
272,603	351,866	349,339	518,781	621,942	870,647	2
179,863	173,871	280,699	269,109	460,562	442,980	16
89,450	93,271	203,992	212,557	293,442	305,828	3
6,207	8,518	9,410	12,777	15,617	21,295	19
25,213	39,444	36,466	55,415	61,679	94,859	7
765	573	1,508	1,239	2,273	1,812	20
73,596	86,865	111,103	126,031	184,699	212,896	21
2,488	3,813	4,656	6,080	7,144	9,893	22
184,415	188,014	308,932	296,086	493,347	484,100	6
597	620	1,359	1,347	1,956	1,967	10
22,527	25,214	36,136	41,129	58,663	66,343	26
4,804	5,678	6,674	7,989	11,478	13,667	10
138,473	147,342	231,734	252,240	370,207	399,582	10
649	957	1,602	2,221	2,251	3,178	27
16,358	19,093	31,515	33,979	47,873	53,072	1
561	514	1,372	1,568	1,933	2,082	8
1,479	1,581	4,233	3,887	5,712	5,468	8
1,612	1,734	3,350	3,308	4,962	5,042	8
406	405	1,502	1,271	1,908	1,676	10
2,611	2,528	5,737	5,718	8,348	8,246	1
1,001	939	1,225	1,172	2,226	2,111	1
200	209	531	563	731	772	10
1,221	1,541	2,221	3,894	3,422	4,935	8
70	303	120	272	190	575	21

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	110		111		112	
				GOODS					
				WEIGHT OF TRAIN AND TON-MILEAGE—*concld.*					
				Average weight of a goods train.					
Main head.	Sub-head.			Freight. Tons.		Dead-weight Tons.		Total. Tons.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(a)	Bengal-Nagpur		273·35	291·79	347·58	355·07	620·93	646·86
2	(a) to (c)	Bombay, Baroda and Central India		270·07	273 65	383·18	395 77	653·25	669 42
3	(a)	Eastern Bengal		213·35	238·41	527·52	450·89	740·87	689·30
4	(a) to (c)	East Indian		313·65	321·25	384·14	398·77	697·79	720·02
5	(d) to (g)	Great Indian Peninsula		220·91	245·58	338·50	345·88	559·41	591·46
6	(a) to (c)	Madras and Southern Mahratta		230·56	227·81	340·30	338·78	570·86	566·59
7	(a) and (b)	Nizam's Guaranteed State		188·80	199·58	279·85	284·54	468·65	484·12
8	(a) to (n)	North Western		262·40	253·68	383·49	369·81	645·89	623·44
9	(a) and (b)	Oudh and Rohilkhand		192·47	167 50	362·21	329 04	554·68	496·54
10	(a)	South Indian		153·07	160·57	246·23	253·48	399·30	414·05
		3′ 3½″ GAUGE.							
12	...	Assam-Bengal		115·33	103·64	183·77	178 05	299·10	281·69
13	(a) and (b)	Bengal and North-Western		116·41	116·82	165·21	171·87	281·62	288·19
15	(a) and (b)	Bhavnagar State		89·87	101·11	140·73	157·35	230·60	258·46
2	(f) to (l)	Bombay, Baroda and Central India		127·85	116·58	163·84	171·88	291·69	288·46
16	(a) to (c)	Burma		118·40	126·70	184·79	196·10	303·19	322·80
3	(c) to (e)	Eastern Bengal		103·77	110·72	236 64	252·33	340·41	363·05
19	(a) to (c)	Gondal-Porbandar State		76·15	81·41	115·44	122·13	191·59	203·54
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley		110·57	133·80	159·91	187·97	270·48	321 77
20	...	Jamnagar		63 61	53·51	125·50	115·58	189·11	169·09
21	(a) to (e)	Jodhpur-Bikaner		118·60	119·50	179·03	173·37	297·63	292·87
22	...	Junagad State		61·22	75·38	144·56	120·19	175·78	195·57
6	(d) to (l)	Madras and Southern Mahratta		87·45	92·54	146·50	145·74	233·95	238·28
10	(c)	Nilgiri		26·47	31 03	60·19	67·40	86·66	98·43
26	(a) and (b)	Rohilkund and Kumaon		87·83	94·41	140·88	153·99	228·71	248·40
10	(g)	Shoranur-Cochin.		103·05	98·62	143·14	138·75	246·19	237·37
10	(b), (d) to (f) and (h) to (j).	South Indian		99·85	101·08	167 11	173·03	266 96	274·11
27	...	Udaipur-Chitorgarh		43·49	49·71	107 41	115·30	105·90	165·01
		2′ 6″ GAUGE.							
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions		78·17	87·19	150·61	155·17	228·78	242 36
8	(o)	Jacobabad-Kashmor		37·44	30·43	91·51	92·79	128·95	123·22
8	(p)	Kalka-Simla		23·26	24·44	66·60	60·10	89·86	84·54
8	(q) and (r)	Kohat-Thal and Nowshera-Durgai		29·12	32·08	60·53	61·20	89 65	93·28
10	(k)	Morappur-Hosur		22·48	24·78	83·21	77·86	105 69	102·64
1	(g)	Purulia-Ranchi		53·67	57·33	117·90	129·69	171·57	187·02
1	(h)	Raipur-Dhamtari.		65·38	68·31	79 94	85·27	145·32	153·58
10	(l)	Tirupattur-Krishnagiri		29·36	27·60	77·88	74·23	107·24	101 83
8	(s)	Trans-Indus (Kalabagh-Bannu)		64·12	47·31	115·56	104·24	179·68	151·55
		2′ 0″ GAUGE.							
21	(f)	Pipar-Bilara Light		20·18	39·11	34·74	35·10	54·92	74·21

DIX 12—*continued.*

during each half of the financial year 1915-16.

prepare these statistics.]

113	114	115	115-A	116	117	118	

TRAFFIC—*concluded.*

Cost of Working and Profits.														Number.
Average cost of hauling a goods train one mile. Rs.		Average cost of hauling a goods vehicle with its load one mile. Pies.		Average cost of hauling a goods unit (*viz.*, one ton) one mile. Pies.		Average cost of hauling a goods unit one mile including interest on capital expended on open line at the rate of 5 per cent per annum. Pies.		Average profit on working a goods train one mile. Rs.		Average profit on working a goods vehicle with its load one mile. Pies.		Average profit on working a goods unit (*viz.*, one ton) one mile. Pies.		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
2·51	2·15	14·98	12·39	1·76	1·41	3·39	2·85	2·01	2·97	12·00	17·15	1·41	1·96	1
4·02	3·18	21·32	16·42	2·81	2·23	4·87	4·00	4 02	5·11	21·27	26·31	2·90	3·58	2
3·73	4·11	14·57	18·80	3·36	3·31	6·68	6·56	3·48	3·52	13·62	16·10	3·13	2·83	3
2·09	1·89	11·25	9·70	1·28	1·13	2·40	2·16	2·62	2·81	14·10	14·44	1·60	1·68	4
3·21	2·84	22·33	19·56	2·79	2·22	4·54	3·61	1·70	3 15	11·87	21·75	1·48	2·46	5
3·10	2·93	19·83	18·65	2·58	2·47	4·48	4·29	2·76	2·70	17·70	17·18	2·30	2·28	6
2·73	3 46	21·88	27·78	2·77	3·33	5·33	5·57	2·94	2 77	23·64	22·26	3·00	2·66	7
3·34	3·44	18·60	20·11	2·45	2·60	4·63	4·64	2·55	1·95	14·22	11·41	1·86	1·48	8
2·53	2·33	14·91	15·59	2·52	2·67	5·32	5·39	2·19	2·13	12·94	14·30	2·19	2·45	9
1·96	1·85	18·41	16·75	2·45	2·21	5·09	4·67	3·00	3·26	28·33	29·55	3·78	3·90	10
2·89	2·46	21·80	19·50	4·81	4·57	9·15	9·46	0·20	0 53	1·52	4·13	0·34	0·97	12
1·37	1·35	9·54	8·84	2·27	2·23	5 07	4·87	1 84	2·19	12·73	14·37	3·02	3 61	13
1·98	1·97	13·83	12·10	4·22	3 75	7·99	7·37	1·68	1·89	11·83	11·58	3·61	3·58	15
2·06	1·71	13·39	10·74	3·10	2·82	5·01	4·49	1·73	2·18	11·20	13·66	2·58	3·59	2
2·48	2·71	18·24	18·61	4·02	4·11	7·54	7·68	1·34	1·84	9·87	12·63	2·17	2·78	16
2·52	2·78	16·13	16·32	4·66	4·82	8·38	8·50	1·18	1·19	7·60	6·98	2·19	2·06	3
1·64	1·72	14·09	12·94	4·13	4·05	7·56	6·92	1·68	1 45	14·46	10·99	4·24	3·44	19
2·31	2 51	18 55	17·99	4·01	3·60	7·32	6·12	2·22	3·64	17·81	26·16	3·86	5·23	7
2·53	2·24	23·55	22·55	7·63	8·04	12·98	13·88	1·62	1·78	15·13	17·94	4·91	6·40	20
1·81	1·65	11·89	10·89	2·94	2·66	4·49	4·05	1·36	2·10	8·85	13·82	2·19	3 37	21
1·72	1·90	17·08	16·68	5·40	4·85	10·92	9·04	1 12	1·68	11·06	14·66	3·50	4·27	22
1·64	1·71	13·86	14·61	3·60	3 54	6·34	6·20	1·31	1·27	11·07	10·97	2·87	2·65	6
5·76	5·71	194·87	162·43	41·80	35·33	68·87	62·17	2·18	3·08	73·57	86·13	15·78	18·73	10
1·72	1·64	15·54	13·09	3·77	3·34	7·54	7·06	1·10	1·92	9·93	15·28	2·40	3·91	26
1·86	2·05	15·42	13·10	3·47	3·99	7·13	7·35	1·44	1·07	11·88	9·47	2·68	2 09	10
1·73	1·84	13·47	13·72	3·32	3·50	5·44	5·58	1·57	1·41	12·32	10·52	3·03	2·68	10
1·48	1·41	16·12	13·79	6·57	5·45	23·20	16·78	1·74	2·75	18·79	26·94	7·66	10·65	27
2·18	2·34	16·82	17·73	5·37	5·16	11·25	10·54	0 04	0·21	0·29	1·53	0·09	0·45	1
1·08	1·14	12·20	12·62	5·56	7·21	16·58	19·15	1·04	0·93	11·68	10·26	5·32	5·86	8
2·76	2·26	72·44	74·23	22·80	17·73	54·31	53·71	1·12	1·71	29·21	56·51	9·19	13·50	8
1·34	2·10	19·66	26·63	8·86	12·56	18·03	20·94	0·12	*—0·07*	1·74	*—0·86*	0·78	*—0·99*	8
1·95	1·02	14·00	15·54	8·93	7·90	17·98	16·15	0·19	0·25	2·63	3·75	1·67	1 91	10
1·23	1·23	13·36	11·16	4·41	4·11	10·10	9·57	0·77	1·31	8·29	11·98	2·74	4·40	1
2·25	2·05	24·06	20 68	6·60	5·72	11·05	10·45	*—0·08*	0·35	*—0·86*	3·50	*—0·23*	0 98	1
1·28	1·24	18·95	19·79	8·38	8·62	17·92	17·88	0·36	0·24	5·28	3·91	2·33	1·70	10
4·09	2·49	43·30	33·86	12·24	10·11	22·58	19·68	*—1·51*	*—0·89*	*—15·94*	*—12·10*	*—4·51*	*—3·61*	8
1·59	1·21	55·10	29·57	15·15	5·92	26·15	9·69	*—0·43*	0·14	*—14·97*	3·42	*—4·11*	6·69	21

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	119		120		121	
				Detailed percentages					
Main head.	Sub-head.			Percentage to total					
				Coaching traffic. Per cent.		Goods traffic. Per cent.		Sundries including telegraph. Per cent.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ Gauge.							
1	.....	Bengal-Nagpur		28·71	27·38	68·29	68·95	2·51	3·30
2	(a) to (e)	Bombay, Baroda and Central India		34·60	32·26	63·29	65·38	2·11	2·36
3	(a)	Eastern Bengal		36·33	41·59	60·78	54·98	2·89	3·43
4	(a) to (c)	East Indian		29·84	29·11	67·66	68·78	2·30	2·04
5	(a) to (g)	Great Indian Peninsula		32·54	25·81	66·40	73·35	1·06	0·84
6	(a) to (c)	Madras and Southern Mahratta		40·64	40·58	57·42	57·27	1·94	2·15
7	(a) and (b)	Nizam's Guaranteed State		24·81	22·39	66·88	70·07	8·31	7·54
8	(a) to (n)	North Western		40·53	44·23	58·34	54·11	1·13	1·66
9	(a) and (b)	Oudh and Rohilkhand		51·64	47·22	41·84	44·69	6·52	8·09
10	(a)	South Indian		41·79	38·31	49·79	53·66	8·42	8·03
		3′ 3¾″ Gauge.							
12	.....	Assam-Bengal		39·51	48·58	50·59	45·53	9·63	5·58
13	(a) and (b)	Bengal and North-Western		50·94	48·89	41·69	44·32	2·16	2·34
15	(a) and (b)	Bhavnagar State		55·70	55·09	41·72	40·17	2·58	4·74
2	(f) to (l)	Bombay, Baroda and Central India		44·42	34·96	53·11	62·97	2·47	2·07
16	(a) to (c)	Burma		42·37	42·83	55·24	53·89	1·97	2·90
3	(c) to (e)	Eastern Bengal		45·23	51·56	49·44	43·56	2·59	2·59
19	(a) to (c)	Gondal-Porbandar State		56·94	54·03	38·88	42·50	4·18	3·47
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley		42·30	30·86	54·53	66·69	3·17	2·45
20	.....	Jamnagar		64·71	71·39	32·13	25·67	3·16	2·94
21	(a) to (e)	Jodhpur-Bikaner		45·14	36·13	52·84	62·27	2·02	1·60
22	.....	Junagad State		58·66	50·47	37·13	46·93	4·21	2·60
6	(d) to (l)	Madras and Southern Mahratta		39·95	38·72	58·56	59·66	1·49	1·62
10	(c)	Nilgiri		50·71	45·81	48·49	53·49	0·80	0·70
26	(a) and (b)	Rohilkund and Kumaon		52·17	41·87	40·92	48·22	6·91	9·91
10	(g)	Shoranur-Cochin		53·56	50·50	46·09	48·94	0·35	0·56
10	(b), (d), to (f) and (h) to (j)	South Indian		57·10	53·81	40·14	43·15	1·89	2·29
27	.....	Udaipur-Chitorgarh		63·84	53·77	34·04	43·92	2·12	2·31
		2′ 6″ Gauge.							
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extension		51·78	46·16	46·64	52·84	1·58	1·00
8	(o)	Jacobabad-Kashmor		48·58	53·02	51·42	46·98	...	...
8	(p)	Kalka-Simla		65·08	56·71	33·66	41·75	1·26	1·54
8	(q) and (r)	Kohat-Thal and Nowshera-Durgai		64·01	59·93	34·90	39·21	1·09	0·86
10	(k)	Morappur-Hosur		72·37	70·85	27·16	28·55	0·47	0·60
1	(g)	Purulia-Ranchi		60·79	65·57	38·78	34·05	0·43	0·38
1	(h)	Raipur-Dhamtari		60·53	59·17	39·23	40·52	0·24	0·31
10	(l)	Tirupattur-Krishnagiri		67·64	66·21	32·16	33·57	0·20	0·22
8	(s)	Trans Indus (Kalabagh-Bannu)		53·10	55·97	28·22	27·88	0·76	0·89
		2′ 0″ Gauge.							
21	(f)	Pipar-Bilara Light		72·52	45·29	27·42	54·62	0·06	0·09

DIX 12—*continued.*

during each half of the financial year 1915-16.

prepare these statistics.]

122	123	124	125	126	127	
OF EARNINGS AND EXPENDITURE.						NUMBER.
earnings.	Percentage of working expenses on total earnings.					
Steam-boat earnings. Per cent.	Maintenance. Per cent.	Locomotive expenses. Per cent.	Carriage and wagon expenses. Per cent.	Traffic expenses. Per cent.	General charges. Per cent.	Main head.
1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	
0·49 / 0·37	11·51 / 7·49	17·95 / 13·31	5·05 / 4·26	8·61 / 7·14	4·85 / 4·16	1
... / ...	15·96 / 8·81	19·21 / 16·15	4·87 / 3·51	7·34 / 6·17	3·99 / 3·24	2
... / ...	12·82 / 16 00	14·11 / 13·35	4·48 / 4·00	15·92 / 15 10	4·47 / 5·92	3
0·20 / 0·12	7·93 / 8 12	13·13 / 11·74	5·02 / 3·20	9·00 / 8·93	3·42 / 3 20	4
... / ...	14·88 / 9·05	27·66 / 22 18	5·63 / 3·88	9·26 / 7·35	4·07 / 2·95	5
... / ...	11·35 / 10·09	21·30 / 21·26	4 59 / 5·28	6·38 / 6 06	4·09 / 4·08	6
... / ...	15·58 / 27·56	12·42 / 10·60	6·01 / 4·27	6·49 / 5·49	5·15 / 4·42	7
... / ...	11·63 / 17·02	21·41 / 20 85	4·91 / 3·83	10·03 / 10·02	3 63 / 4·24	8
... / ...	8·36 / 14·55	16·79 / 14·76	6·42 / 4·21	10·14 / 10·10	4·59 / 4·84	9
... / ...	7·44 / 6·20	22·42 / 21·86	6·80 / 4·36	6·05 / 5·91	4·22 / 4·05	10
0·27 / 0·31	25·77 / 19·17	18·72 / 17·25	5·18 / 4·32	*16·66 / *15·02	10·61 / 10·46	12
5·21 / 4 45	10·07 / 10·15	12·67 / 11 21	3·50 / 2·73	7·61 / 6·45	4·26 / 3·98	13
... / ...	8·83 / 8·97	15·59 / 14·42	3·17 / 3·61	10·13 / 10·08	6·46 / 7·51	15
... / ...	11·21 / 8·22	20·09 / 18·90	4·64 / 3·69	5·70 / 7·51	4·98 / 3 87	2
0·42 / 0·38	15·64 / 13·70	19·89 / 17·38	6·21 / 6·82	9·08 / 8·18	6·68 / 6·49	16
2·74 / 2·29	15 81 / 15·68	18·85 / 16·98	7 46 / 4·18	14·27 / 12 64	5·55 / 5·64	3
... / ...	9·03 / 9·71	17·96 / 18 97	4·52 / 4·70	7·10 / 6·57	5·83 / 5·81	19
... / ...	13·00 / 15·09	19 94 / 12·30	4·15 / 3·24	10·47 / 7 35	10·34 / 7·17	7
... / ...	24·92 / 19·60	12·55 / 12·36	1·83 / 2·36	8·05 / 7·56	6·61 / 6·55	20
... / ...	13·14 / 8 67	18·11 / 16·90	3·00 / 3·13	6·72 / 6·26	4·01 / 3·83	21
... / ...	13·87 / 12·49	17·23 / 15·22	1·94 / 2·32	9·89 / 8·77	7·03 / 7·79	22
... / ...	10·04 / 11·45	22·41 / 23·61	5·84 / 5·81	7·53 / 7·73	5·35 / 5·77	6
... / ...	9·42 / 11·77	63·45 / 54·08	4 26 / 4·75	6·95 / 7·28	4·44 / 4·28	10
... / ...	14·40 / 9 84	14·54 / 13·52	4 02 / 3·95	9·49 / 7·94	7·57 / 6·44	26
... / ...	8·85 / 13·67	21·97 / 21·99	4·00 / 4·23	6·84 / 7·55	4·87 / 4·86	10
0·87 / 0·75	5 93 / 6·01	19·90 / 20·84	3·89 / 5·50	6·92 / 8·01	4·97 / 5·05	19
... / ...	18·21 / 12·82	20·33 / 15·77	5·32 / 3·37	8·97 / 7·67	5·72 / 4·82	27
... / ...	29·20 / 33·67	29 65 / 26·55	7·79 / 7·99	12·40 / 11·88	11·31 / 10·40	1
... / ...	13·05 / 13·05	16·20 / 16·20	4·95 / 4·95	6·30 / 6·30	3·60 / 3·69	8
... / ...	8·29 / 13·65	20·40 / 21·88	5·85 / *—12·91*	10·82 / 13·53	3·38 / 4·50	8
... / ...	20·33 / 16·32	27·81 / 28 39	5·94 / 32·33	12·56 / 10·92	6·39 / 6·00	8
... / ...	33·09 / 42·06	42·01 / 41·15	2·73 / 3·89	6·68 / 7·29	5·15 / 5·46	10
... / ...	17·79 / 11·31	17·96 / 15·40	4·97 / 3 25	6·26 / 4·92	7·92 / 6·08	1
... / ...	26·62 / 21·68	18 17 / 15·19	3·00 / 2·97	7·01 / 7·80	9·84 / 8·27	1
... / ...	25·64 / 29·87	33·24 / 33·74	3·38 / 3·54	6·49 / 6 62	4·48 / 4·84	10
17·92 / 15·26	28·47 / 25·86	44·65 / 32 72	7·36 / 10·86	11·49 / 9·95	6·38 / 6·11	8
... / ...	16·10 / 13·42	32·21 / 34·41	3·59 / 2·47	13·64 / 8·46	1·29 / 0·82	21

* Includes 4·69 per cent in the 1st half and 3·83 per cent in the 2nd half on account of Jetty expenses.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway. (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	128		129		130	
				Detailed Percentages of Earnings and Expenditure—*concld.*					
				Percentage of working expenses on total earnings—*concld.*					
Main head.	Sub-head.			Miscellaneous expenses. Per cent.		Steam-boat expenses. Per cent.		Total working expenses. Per cent.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ Gauge.							
1	(a)	Bengal-Nagpur		4·08	4·30	1·06	1·03	53·11	41·69
2	(a) to (e)	Bombay, Baroda and Central India		3·14	3·43	...	...	54·51	41·36
3	(a)	Eastern Bengal		4·91	2·33	...	...	56·71	56 70
4	(a) to (e)	East Indian		1·86	2 23	0·18	0·14	40·54	37·56
5	(a) to (g)	Great Indian Peninsula		5·00	4·66	...	...	66·50	50·08
6	(a) to (e)	Madras and Southern Mahratta		3·79	3·99	...	...	51·50	50·76
7	(a) and (b)	Nizam's Guaranteed State		4·20	5·35	...	...	49·85	57·69
8	(a) to (n)	North Western		2·63	2·15	0·02	0·02	54·31	58·13
9	(a) and (b)	Oudh and Rohilkhand		2·47	2·11	...	...	48·77	50·57
10	(a)	South Indian		2·19	2·72	...	...	49·12	45·10
		3′ 3¾″ Gauge.							
12	.....	Assam-Bengal		6·99	3·77	1·04	0·96	84·97	70·95
13	(a) and (b)	Bengal and North-Western		2·04	1·30	2·39	2·28	42 54	38·10
15	(a) and (b)	Bhavnagar State		4·36	2·58	...	...	48·54	47·17
2	(f) to (l)	Bombay, Baroda and Central India		1·99	1·72	...	...	51·61	43·91
16	(a) to (c)	Burma		2·55	3·33	0·81	0·37	60·36	56·77
3	(c) to (l)	Eastern Bengal		3·56	2·85	4·56	3·28	70·06	61·25
19	(a) to (c)	Gondal-Porbandar State		2·42	3·53	...	...	46·86	49·29
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley		2·15	3·46	...	...	60·05	48·61
20	.....	Jamnagar		4·03	3·65	...	...	57·99	52·08
21	(a) to (e)	Jodhpur-Bikaner		4·50	4·05	...	...	49·48	42·84
22	.....	Junagad State		2·40	3·60	...	...	52·36	50·19
6	(d) to (l)	Madras and Southern Mahratta		1·95	1·81	...	...	53·12	56·18
10	(c)	Nilgiri		1·64	2 84	...	...	89·16	85·00
26	(a) and (b)	Rohilkund and Kumaon		1·33	0·73	...	...	51·35	42·42
10	(g)	Shoranur-Cochin		3·12	3·58	0·90	1·68	50·55	57·56
10	(b), (d) to (f) and (h) to (j)	South Indian		3·41	2·39	1·23	4·91	46·25	52·71
27	.....	Udaipur-Chitorgarh		2·37	2·06	...	...	60·92	46·51
		2′ 6″ Gauge.							
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		1·82	1·99	...	...	92·17	92·38
8	(o)	Jacobabad-Kashmor		0·90	0·90	...	...	45·00	45·00
8	(p)	Kalka-Simla		1·35	0·50	...	...	50·09	41·15
8	(q) and (r)	Kohat-Thal and Nowshera-Durgai		1·16	1·12	...	...	74·39	95·08
10	(k)	Morappur-Hosur		1·25	0·38	...	...	90·91	100·23
1	(g)	Purulia-Ranchi		0·87	0·70	...	...	55·77	41·66
1	(h)	Raipur-Dhamtari		0·84	0 83	...	...	65·48	56·74
10	(l)	Tirupattur-Krishnagiri		1·09	0·51	...	...	74·32	78·62
8	(s)	Trans Indus (Kalabagh-Bannu)		1·07	0·89	13·81	19·83	113·23	106·22
		2′ 0″ Gauge.							
21	(f)	Pipar-Bilara Light		0·21	0·27	...	...	67·04	59·85

DIX 12—*continued.*

during each half of the financial year 1915-16.

prepare these statistics.]

131*a*	132*a*		133*a*		134*a*		135*a*		135A*a*		136*a*		137*a*		NUMBER.
TABLE A.—MAINTENANCE OF WAY, WORKS AND STATIONS.															
PER MILE OF LINE MAINTAINED.															
General Superintendence (including office expenses).		Maintenance and renewal of permanent-way.		Repairs of bridges, etc.		Conservancy of rivers.		Repairs of stations and buildings.		Electricity and repairs and renewals of electric plant.		Other charges (net).		Total Maintenance, etc.	Main head.
Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd, half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
217·42	212·74	609·61	404·68	111·52	86·77	...	...	125·65	149·00	...	...	79·95	52·10	1,144·15	905·29	1
214·91	213·02	670·88	881·59	222·27	122·17	...	...	194·40	306·19	0·55	0·32	1,001·83	12·78	2,304·74	1,536·07	2
391·65	421·80	1,165·63	1,403·98	94·31	326·62	2·06	4·42	651·34	811·06	...	...	136·89	129·92	2,441·88	3,097·80	3
289·16	261·50	770·59	918·37	76·28	72 07	...	...	287·46	301·36	...	...	144·95	80·76	1,538·44	1,664·06	4
244·84	233·02	1,034·73	639 63	269·32	295 39	...	...	362·69	305·33	...	...	81·66	160·86	1,993·24	1,634 23	5
180·28	188·46	915·81	809·77	56·87	47·93	...	...	168 13	166 49	...	...	71·34	64·58	1,392·43	1,277·23	6
202·77	191·70	1,080·80	2,570·41	—22·42	30 47	...	...	76·03	91·14	...	...	79·14	71·78	1,416·32	2,955·50	7
172·71	174·17	541·41	932 16	80·59	-66·75	2·38	3·88	166·44	207·57	...	...	162·88	187·02	1,126·41	1,571·55	8
166·37	166·16	259·45	674·51	34 39	41·66	5·49	11·93	57·67	84·52	...	...	56·33	64 31	579·70	1,043 02	9
150·99	153·70	461 36	409·69	49·93	34·26	...	...	63·01	49·19	...	...	*—45·14*	*—33·31*	680·15	613·53	10
179·29	152·02	390·26	454·46	276·88	87 56	...	...	71·18	77·09	...	...	81·50	42·57	999·11	813·70	12
91·84	97 92	236·51	239·15	39·37	66·47	0·34	0·16	38·91	39·19	...	...	37·32	75 11	444·29	518·00	13
44·03	42·44	187·23	214·85	32·93	4·02	...	...	29·70	21·76	...	...	23·10	13·49	316·99	296·56	15
104·60	102·37	545·60	417·59	32 27	23·16	...	...	68·06	75·46	...	0·06	14·15	7·94	764·68	686·58	2
197·09	196·74	522·73	486·84	61·36	85·35	0·26	1·35	164·33	159·14	...	...	81·17	63·90	1,026·94	993 29	16
149·31	153·14	370·41	531·11	192·25	178·69	0·12	4·46	144·18	142·05	...	...	56·11	22·75	912·38	1,032·20	3
48·49	46·33	175·14	217·34	11·08	19 37	...	...	33·03	27 65	...	...	18·56	34·79	286·30	345·48	19
154·91	154·67	235·25	602·22	32·61	40·32	...	...	74·06	78·15	...	...	61·23	54·49	558·06	929·85	7
53·61	52·79	605·06	483·73	2·37	4 38	...	...	44·37	47·99	...	...	8·90	18 31	714·31	607·20	20
26·79	28 30	313·54	189 13	4·57	13·79	...	...	11·49	28·84	...	...	19·93	30 55	376·32	290·61	21
55·91	63·60	199·44	278·33	31·04	15·84	...	...	26·41	30·51	...	...	48·40	11·30	361·20	399 58	22
100·57	100·80	268·03	317·58	57·76	57·40	...	...	49·56	48·12	...	...	33·72	32·62	509·64	556·52	6
275·45	263·44	794·65	925·66	16·78	91·99	...	...	100·52	117·82	...	...	15·19	*—72·09*	1,202·59	1,326·82	10
93·80	95·63	230·01	189·94	63·58	20·39	9·85	...	29·54	23·66	...	...	67·75	46·57	494·53	376·24	26
Included with the South Indian Railway, 3′ 3⅜″ gauge.								...	...	...	...	...	...	...	...	10
164·83	156·13	138·05	264·24	159·07	15·53	...	...	61·41	85·50	...	...	70·11	63·98	593·47	585·38	10
39·61	47·16	250·43	245·08	23·48	12·78	...	...	53·43	24·70	...	...	15·66	18·47	382·61	348·19	27
102·48	114·50	268·82	298·44	40·93	34·38	...	...	40·18	70·76	...	...	16·01	51·28	468·42	569·36	1
Included with the North Western Railway, 5′ 6″ gauge.								...	...	...	...	...	...	...	...	8
288·56	317 92	317·01	486·71	38·90	113·61	...	...	228·75	233·72	...	...	139·71	250·36	1,012·93	1,402·32	8
126·34	124·28	247·08	226·47	21·25	16·42	...	...	20·19	52·20	...	...	47·28	28·20	462·14	447·57	8
88·12	81·57	284·93	343·13	2·58	4·89	...	...	14·25	16·46	...	...	*—17·80*	*—31·31*	372·08	414·74	10
87·15	101·37	224·95	160·30	14·49	11·21	...	...	37·73	26·82	...	...	22·63	23·01	386·95	322·71	1
22·01	19·42	247·94	205·22	42·99	51·76	...	...	46·96	26·57	...	...	36·18	7·30	396·08	310 27	1
87·12	83·57	241·13	324·00	3·82	4 14	...	...	18·75	15·41	...	...	0·12	*—32·70*	350·94	394 42	10
145·28	141·00	271·45	225·08	22·83	82·78	1·11	3·86	69·97	66·00	...	...	47·54	5·07	558·18	543·79	8
5·46	6·26	81·86	90·02	0·36	0·71	...	...	3·17	3 88	...	...	2·22	0·56	93 07	101·43	21

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway. (Detailed in "Index" to Appendix I.)		Railway system.	Serial number.	131*b*		132*b*		133*b*	
				TABLE A.—					
				PER MILE					
Main head.	Sub-head.			General Superintendence (including office expenses). Rs.		Maintenance and renewal of permanent-way. Rs.		Repairs of bridges, etc. Rs.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(*a*)	Bengal-Nagpur		167·98	163·27	470·98	310·57	86·16	66·69
2	(*a*) to (*e*)	Bombay, Baroda and Central India		150·51	148·31	469·84	613 81	155·66	85·06
3	(*a*)	Eastern Bengal		189·77	212·23	564·79	706·44	45·70	164·35
4	(*a*) to (*c*)	East Indian		158·63	159·56	471·67	578·67	46·69	43·98
5	(*a*) to (*g*)	Great Indian Peninsula		162·44	153·88	626·51	422·41	178·69	195·07
6	(*a*) to (*c*)	Madras and Southern Mahratta		144·31	150·93	733·09	648·53	45·52	38·38
7	(*a*) and (*b*)	Nizam's Guaranteed State		177·85	168·14	947·95	2,254·52	—19·66	26·73
8	(*a*) to (*n*)	North Western		120·65	121·79	378·21	651·83	56·30	46·67
9	(*a*) and (*b*)	Oudh and Rohilkhand		135·14	134 96	210·75	547·86	27·94	33·84
10	(*a*)	South Indian		130·01	132·27	397·27	352·55	43·00	29·48
		3′ 3½″ GAUGE.							
12	...	Assam-Bengal		151·11	127·32	328·93	380·61	233·37	73·33
13	(*a*) and (*b*)	Bengal and North-Western		77·84	83·09	200·46	202·94	33·37	56·41
15	(*a*) and (*b*)	Bhavnagar State		38·41	37·16	163·29	188·15	28·72	3·52
2	(*f*) to (*l*)	Bombay, Baroda and Central India		87·68	85·80	457·33	350·04	27·04	69 71
16	(*a*) to (*c*)	Burma		151·30	149·96	401·26	371·08	47·10	65·06
3	(*c*) to (*e*)	Eastern Bengal		117·49	120·79	291·47	418·88	151·28	140·92
19	(*a*) to (*c*)	Gondal-Porbandar State		43·19	41·25	156·01	193·47	9·87	17·25
7	(*c*) and (*d*)	Hingoli Branch and Hyderabad-Godavari Valley		136·43	136·12	207·20	530·02	28·72	35·49
20	...	Jamnagar		50·14	49·37	565·92	452·43	2·22	4·10
21	(*a*) to (*e*)	Jodhpur-Bikaner		25·07	26·39	293·21	176·36	4·27	12·86
22	...	Junagad State		50·94	57·66	181·74	252·34	28·29	14·36
6	(*d*) to (*l*)	Madras and Southern Mahratta		90·16	90·38	240·29	284·75	51·79	51 47
10	(*c*)	Nilgiri		238·26	227·90	687·36	800·69	14·52	79·56
26	(*a*) and (*b*)	Rohilkund and Kumaon		81·36	82·60	193·49	163·97	55·15	17·60
10	(*g*)	Shoranur-Cochin		...	...	Included with the South			
10	(*b*), (*d*) to (*f*) and (*h*) to (*j*)	South Indian		140·80	133·38	117·93	225 74	135·88	13·26
27	...	Udaipur-Chitorgarh		36·91	43·95	233·33	228·35	21·88	11·91
		2′ 6″ GAUGE.							
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		92·66	103·45	243·07	269·63	37·02	31·06
8	(*o*)	Jacobabad-Kashmor		Included with the North Western					
8	(*p*)	Kalka-Simla		250·88	275 85	275 62	422·31	33·82	98 58
8	(*q*) and (*r*)	Kohat-Thal and Nowshera-Durgai		113·14	110·15	221·26	200 72	19·02	14·55
10	(*k*)	Morappur-Hosur		83·40	77·19	269·68	324·73	2·44	4 63
1	(*g*)	Purulia-Ranchi		80·08	93·09	206·72	147·22	13·32	10·30
1	(*h*)	Raipur-Dhamtari		20·69	18·20	233·12	192·32	40·42	48·50
10	(*l*)	Tirupattur-Krishnagiri		79·25	76·02	219·35	294·73	3·48	3·76
8	(*s*)	Trans Indus (Kalabagh-Bannu)		133·10	130·74	248·69	208·72	20·92	76·76
		2′ 0″ GAUGE.							
21	(*f*)	Pipar Bilara Light		5·33	6·07	79·80	87 35	0·35	0·69

DIX 12—*continued.*

during each half of the financial year 1915-16.

prepare these statistics.]

134*b*	135*b*	135A*b*	136*b*	137*b*	131*c*	132*c*	
MAINTENANCE OF WAY, WORKS AND STATIONS—*contd.*							NUMBER.
OF TRACK, INCLUDING SIDINGS.					PER TOTAL TRAIN-MILE.		

Conservancy of rivers.		Repairs of stations and buildings.		Electricity and repairs and renewals of electric plant.		Other charges (net).		Total Maintenance, etc.		General Superintendence (including office expenses).		Maintenance and renewal of permanent-way.		Main head.
Rs.		Rs.		Rs.		Rs.		Rs.		As.		As.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
...	...	97·07	114·35	...	...	61·77	39·99	883·96	694·78	1·42	1·32	3·98	2·50	1
...	...	136·15	213·19	0·39	0·22	701·56	8·90	1,614·11	1,069·49	1·30	1·16	4·04	4·78	2
1·00	2·23	315·60	408·10	...	...	66·32	65·37	1,183·18	1,558·71	1·47	1·66	4·38	5·51	3
...	...	175·95	183·88	...	...	88·72	49·28	941·66	1,015·37	0·91	0·86	2·69	3·11	4
...	...	240·68	201·64	...	...	54·18	106·23	1,322·45	1,079·28	1·13	0·96	4·79	2·63	5
...	...	134·59	133·34	...	...	57·19	51·72	1,114·61	1,022·90	1·15	1·15	5·82	4·95	6
...	...	66·69	79·94	...	...	69·40	62·95	1,242·23	2,592·28	1·77	1·54	9·44	20·63	7
1·66	2·71	116·27	145·15	...	...	113·78	130·78	786·87	1,098·93	1·30	1·30	4·08	6·99	8
4·46	9·69	46·85	68·64	...	...	45·75	52·24	470·89	847·23	1·70	1·51	2·66	6·12	9
...	...	54·26	42·38	...	...	—38·88	—28·67	585·66	527·96	1·05	1·02	3·20	2·74	10
...	...	59·98	64·56	...	...	68·70	35·66	842·09	681·48	2·60	2·07	5·67	6·19	12
0·29	0·14	32·97	33·27	...	...	31·63	63·73	376·56	439·58	1·04	1·07	2·68	2·60	13
...	...	25·91	19·05	...	...	20·14	11·81	276·47	259·69	0·62	0·67	2·63	3·32	15
...	...	57·05	63·25	...	0·05	11·86	6·65	640·96	575·50	0·90	0·72	4·76	2·95	2
0·20	1·00	126·14	121·30	...	...	62·31	48·71	788·31	757·11	1·82	1·95	4·82	4·82	16
0·10	3·52	113·46	112·03	...	...	44·15	17·94	717·95	814·08	1·26	1·36	3·11	4·70	3
...	...	29·43	24·61	...	...	16·54	30·96	255·05	307·54	0·77	0·67	2·77	3·16	19
...	...	65·23	68·78	...	...	53·93	47·96	491·51	818·37	1·84	1·65	2·79	6·41	7
...	...	41·49	44·89	...	...	8·33	17·13	668·10	567·92	1·25	1·18	14·11	10·85	20
...	...	10·74	26·89	...	...	18·64	28·49	351·98	270·92	0·50	0·47	5·74	3·16	21
...	...	24·07	27·66	...	...	44·10	10·25	329·14	362·27	1·16	1·23	4·13	5·36	22
...	...	44·43	43·15	...	...	30·23	29·25	456·90	499·00	0·94	0·96	2·52	3·03	6
...	...	86·95	101·91	...	...	13·14	—62·36	1,040·23	1,147·70	2·21	2·31	6·38	8·13	10
8·54	...	25·62	20·42	...	...	58·75	40·21	428·91	324·80	1·47	1·52	3·59	3·01	26
Indian	railway,	8′ 3½″	gauge.	...	...	...	...	...	...	...	...	...	...	10
...	...	52·46	73·05	...	...	59·88	54·66	506·95	500·09	0·92	0·88	0·77	1·48	10
...	...	49·79	23·01	...	...	14·59	17·21	356·50	324·43	0·82	0·94	5·19	4·90	27
...	...	36·33	63·93	...	...	14·48	46·33	423·56	514·40	2·25	2·48	5·91	6·46	1
railway,	5′ 6″	gauge.	...	...	...	...	...	...	...	...	...	...	...	8
...	...	198·89	202·80	...	...	121·47	217·23	880·68	1,216·77	2·10	2·60	2·31	3·97	8
...	...	18·08	46·26	...	...	42·34	24·99	413·84	396·67	1·47	1·46	2·88	2·65	8
...	...	13·49	15·58	...	...	—16·84	—29·63	352·17	392·50	1·52	1·38	4·91	5·78	10
...	...	34·67	24·63	...	...	20·79	21·13	355·58	296·37	1·54	1·33	3·99	2·89	1
...	...	44·16	24·90	...	...	34·02	6·85	372·41	290·77	0·65	0·61	7·37	6·46	1
...	...	17·06	14·02	...	...	0·11	—29·75	319·25	358·78	1·86	1·71	5·15	6·59	10
01	3·58	64·10	61·20	...	...	43·55	23·25	511·37	504·25	4·18	3·09	7·81	4·93	8
...	...	3·09	3·77	...	...	2·16	0·54	90·73	98·42	0·22	0·18	3·33	2·70	21

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway. (Detailed in "Index" to Appendix 1.)		Railway system.	Serial number.	133 c		134 c		135 c	
				TABLE A.—MAINTENANCE OF					
				PER TOTAL					
Main head.	Sub-head.			Repairs of bridges, etc.		Conservancy of rivers.		Repairs of stations and buildings.	
				As.		As.		As.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(a)	Bengal-Nagpur		0·73	0·54	...	...	0·82	0·92
2	(a) to (e)	Bombay, Baroda and Central India		1·34	0·66	...	...	1·17	1·66
3	(a)	Eastern Bengal		0·36	1·28	0·01	0·02	2·46	3·19
4	(a) to (c)	East Indian		0·27	0·24	...	...	1·00	0·99
5	(a) to (g)	Great Indian Peninsula		1·25	1·21	...	...	1·68	1·25
6	(a) to (c)	Madras and Southern Mahratta		0·36	0·29	...	...	1·07	1·02
7	(a) and (b)	Nizam's Guaranteed State		—0·19	0·24	...	...	0·66	0·73
8	(a) to (n)	North Western		0·61	0·50	0·02	0·03	1·26	1·56
9	(a) and (b)	Oudh and Rohilkhand		0·35	0·38	0·06	0·11	0·59	0·76
10	(a)	South Indian		0·34	0·23	...	...	0·44	0·33
		3′ 3⅜″ GAUGE.							
12	...	Assam-Bengal		4·02	1·19	...	...	1·03	1·05
13	(a) and (b)	Bengal and North-Western		0·45	0·72	...	...	0·44	0·43
15	(a) and (b)	Bhavnagar State		0·46	0·06	...	...	0·42	0·34
2	(f) to (l)	Bombay, Baroda and Central India		0·28	0·59	...	...	0·58	0·53
16	(a) to (c)	Burma		0·57	0·85	...	0·01	1·52	1·58
3	(c) to (e)	Eastern Bengal		1·62	1·58	...	0·04	1·31	1·25
19	(a) to (c)	Gondal-Porbandar State		0·17	0·28	...	...	0·52	0·40
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley		0·39	0·43	...	...	0·88	0·83
20	...	Jamnagar		0·06	0·10	...	...	1·03	1·08
21	(a) to (e)	Jodhpur-Bikaner		0·08	0·23	...	...	0·21	0·48
22	...	Junagad State		0·64	0·30	...	...	0·55	0·59
6	(d) to (l)	Madras and Southern Mahratta		0·54	0·55	...	...	0·46	0·46
10	(c)	Nilgiri		0·14	0·81	...	...	0·81	1·03
26	(a) and (b)	Rohilkund and Kumaon		0·99	0·32	0·16	...	0·46	0·37
10	(g)	Shoranur-Cochin				Included with the South			
10	(b),(d) to (f) and (h) to (j)	South Indian		0·88	0·09	...	...	0·34	0·47
27	...	Udaipur-Chitorgarh		0·49	0·26	...	...	1·11	0·49
		2′ 6″ GAUGE.							
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		0·90	0·74	...	...	0·89	1·53
8	(o)	Jacobabad-Kashmor				Included with the North			
8	(p)	Kalka-Simla		0·28	0·93	...	...	1·66	1·91
8	(q) and (r)	Kohat-Thal and Nowshera-Durgai		0·25	0·19	...	...	0·23	0·61
10	(k)	Morappur-Hosur		0·04	0·08	...	...	0·25	0·27
1	(g)	Purulia-Ranchi		0·26	0·20	...	...	0·67	0·48
1	(h)	Raipur-Dhamtari		1·28	1·63	...	...	1·40	0·83
10	(l)	Tirupattur-Krishnagiri		0·08	0·08	...	...	0·40	0·31
8	(s)	Trans Indus (Kalabagh-Bannu)		0·66	1·81	0·03	0·08	2·02	1·44
		2′ 0″ GAUGE.							
21	(f)	Pipar-Bilara Light		0·02	0·02	...	...	0·13	0·12

DIX 12—*continued.*

during each half of the financial year 1915-16.

prepare these statistics.]

135 Ac.	136c.	137c.	131d.	132d.	133d.	134d.	NUMBER.
WAY, WORKS AND STATIONS—*contd.*							
TRAIN-MILE—*concld.*			PER 1,000 GROSS TON-MILES.				

Electricity and repairs and renewals of electric plant. Annas.		Other charges (net). Annas.		Total Maintenance, etc. Annas.		General superintendence (including office expenses). Rs.		Maintenance and renewal of permanent-way. Rs.		Repairs of bridges, etc. Rs.		Conservancy of rivers. Rs.		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
...	...	0·52	0·32	7·47	5·60	0·18	0·16	0·50	0·30	0·09	0·06	...	...	1
...	...	6·03	0·07	13·88	8·33	0·18	0·15	0·55	0·62	0·18	0·08	...	...	2
...	...	0·51	0·51	9·19	12·17	0·19	0·24	0·57	0·81	0·05	0·19	...	...	3
...	...	0·51	0·27	5·38	5·47	0·10	0·09	0·30	0·34	0·03	0·03	...	...	4
...	...	0·38	0·66	9·23	6·71	0·16	0·13	0·68	0·34	0·18	0·16	...	...	5
...	...	0·45	0·39	8·85	7·80	0·16	0·16	0·81	0·68	0·05	0·04	...	...	6
...	...	0·69	0·58	12·37	23·72	0·29	0·24	1·52	3·19	*—0·03*	0·04	...	...	7
...	...	1·23	1·40	8·50	11·78	0·17	0·18	0·55	0·99	0·08	0·07	...	...	8
...	...	0·58	0·58	5·94	9·46	0·25	0·24	0·39	0·96	0·05	0·06	0·01	0·02	9
...	...	*—0·31*	*—0·22*	4·72	4·10	0·20	0·19	0·61	0·50	0·07	0·04	...	...	10
...	...	1·19	0·59	14·51	11·09	0·58	0·49	1·27	1·47	0·90	0·28	...	...	12
...	...	0·42	0·81	5·03	5·53	0·27	0·27	0·69	0·65	0·12	0·18	...	...	13
...	...	0·32	0·22	4·45	4·68	0·23	0·23	0·97	1·17	0·17	0·02	...	...	15
...	...	0·12	0·06	6·58	4·86	0·22	0·18	1·13	0·70	0·07	0·14	...	...	2
...	...	0·75	0·63	9·48	9·84	0·43	0·44	1·12	1·06	0·13	0·19	...	...	16
...	...	0·47	0·19	7·67	9·12	0·30	0·32	0·75	1·10	0·40	0·37	...	0·01	3
...	...	0·29	0·51	4·52	5·02	0·30	0·24	1·08	1·13	0·07	0·10	...	...	19
...	...	0·73	0·57	6·63	9·89	0·54	0·42	0·82	1·65	0·11	0·11	...	...	7
...	...	0·21	0·41	16·66	13·62	0·46	0·46	5·15	4·21	0·02	0·04	...	...	20
...	...	0·36	0·52	6·89	4·86	0·12	0·12	1·41	0·77	0·02	0·06	...	...	21
...	...	1·00	0·22	7·48	7·70	0·42	0·41	1·52	1·78	0·24	0·10	...	...	22
...	...	0·32	0·31	4·78	5·31	0·27	0·27	0·71	0·85	0·16	0·15	...	...	6
...	...	0·12	*—0·63*	9·66	11·65	1·62	1·61	4·69	5·65	0·10	0·56	...	...	10
...	...	1·06	0·74	7·73	5·96	0·42	0·43	1·03	0·84	0·28	0·09	0·04	...	26
Indian railway 3′ 3⅜″ gauge				...	...	...	...	...	...	...	...	...	...	10
...	...	0·39	0·35	3·30	3·27	0·25	0·23	0·22	0·40	0·24	0·03	...	...	10
...	...	0·32	0·37	7·93	6·96	0·32	0·34	2·00	1·73	0·19	0·09	...	...	27
...	...	1·35	1·11	10·30	12·32	0·67	0·71	1·76	1·86	0·27	0·22	...	...	1
Western railway 5′ 6″ gauge				...	...	...	...	...	...	...	...	...	...	8
...	...	1·02	2·04	7·37	11·45	1·49	2·08	1·63	3·19	0·20	0·75	...	...	8
...	...	0·55	0·33	5·38	5·24	1·14	1·08	2·22	1·97	0·19	0·14	...	...	8
...	...	*—0·31*	*—0·52*	6·41	6·99	0·86	0·82	2·77	3·47	0·02	0·05	...	...	10
...	...	0·40	0·41	6·86	5·81	0·52	0·57	1·34	0·89	0·09	0·06	...	...	1
...	...	*—1·07*	0·23	11·77	9·76	0·35	0·32	3·95	3·40	0·69	0·86	...	...	1
...	...	...	*—0·67*	7·49	8·02	1·03	0·98	2·84	3·81	0·04	0·05	...	...	10
...	...	1·37	0·55	16·07	11·90	1·71	1·29	3·19	2·06	0·27	0·76	0·01	0·03	8
...	...	0·09	0·02	3·79	3·04	0·41	0·22	6·13	3·24	0·02	0·03	...	...	21

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	135*d*.		135A*d*.		136*d*.	
				TABLE A.— MAINTENANCE OF WAY, WORKS					
				PER 1,000 GROSS TON					
Main head.	Sub-head.			Repairs of stations and buildings. Rs.		Electricity and repairs and renewals of electric plant. Rs.		Other charges (net). Rs.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(*a*)	Bengal-Nagpur		0·10	0·11	...	...	0·07	0·04
2	(*a*) to (*e*)	Bombay, Baroda and Central India		0·16	0·21	...	...	0·81	0·01
3	(*a*)	Eastern Bengal		0·32	0·47	...	...	0·06	0·07
4	(*a*) to (*c*)	East Indian		0·11	0·10	...	...	0·06	0·03
5	(*a*) to (*g*)	Great Indian Peninsula		0·24	0·16	...	...	0·05	0·09
6	(*a*) to (*c*)	Madras and Southern Mahratta		0·15	0·14	...	...	0·07	0·05
7	(*a*) and (*b*)	Nizam's Guaranteed State		0·11	0 11	...	...	0·11	0·09
8	(*a*) to (*n*)	North Western		0·17	0·22	...	...	0·17	0·20
9	(*a*) and (*b*)	Oudh and Rohilkhand		0·08	0·12	...	...	0·09	0·09
10	(*a*)	South Indian		0·08	0·06	...	...	*—0·06*	*—0·04*
		3′ 3⅜″ GAUGE.							
12	...	Assam-Bengal		0·23	0·25	...	...	0·26	0·14
13	(*a*) and (*b*)	Bengal and North-Western		0·12	0·10	...	...	0·11	0·20
15	(*a*) and (*b*)	Bhavnagar State		0·16	0·12	...	...	0·12	0·07
2	(*f*) to (*l*)	Bombay, Baroda and Central India		0·14	0·12	...	...	0·03	0·01
16	(*a*) to (*c*)	Burma		0·35	0·35	...	...	0·17	0·13
3	(*c*) to (*e*)	Eastern Bengal		0·29	0·30	...	...	0·12	0·04
19	(*a*) to (*c*)	Gondal-Porbandar State		0·20	0·14	...	...	0·11	0·18
7	(*c*) and (*d*)	Hingoli Branch and Hyderabad-Godavari Valley		0·26	0·22	...	...	0·22	0·15
20	...	Jamnagar		0·37	0 42	...	...	0·08	0·16
21	(*a*) to (*e*)	Jodhpur-Bikaner		0·06	0·12	...	...	0·09	0·12
22	...	Junagad State		0·20	0·20	...	...	0·37	0·07
6	(*d*) to (*l*)	Madras and Southern Mahratta		0·13	0·13	...	...	0·09	0·09
10	(*c*)	Nilgiri		0·59	0·72	...	...	0·09	*—0·44*
26	(*a*) and (*b*)	Rohilkund and Kumaon		0·14	0·10	...	...	0·31	0·20
10	(*g*)	Shoranur-Cochin		...	...	...	...	Included with	
10	(*b*),(*d*) to (*f*) and (*h*) to (*j*)	South Indian		0·09	0·12	...	...	0·10	0·10
27	...	Udaipur-Chitorgarh		0·43	0·17	...	...	0·12	0·13
		2′ 6″ GAUGE.							
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		0·26	0 44	...	....	0·11	0·32
8	(*o*)	Jacobabad-Kashmor		...	...	...	...	Included with	
8	(*p*)	Kalka-Simla		1·18	1·53	...	...	0·72	1·65
8	(*q*) and (*r*)	Kohat-Thal and Nowshera-Durgai		0·18	0 46	...	...	0·42	0·25
10	(*k*)	Morappur-Hosur		0·14	0·17	...	...	*— 0·17*	*—0·32*
1	(*g*)	Purulia-Ranchi		0·23	0·15	...	...	0·13	0·13
1	(*h*)	Raipur-Dhamtari		0·75	0·44	...	...	0·58	0·12
10	(*l*)	Tirupattur-Krishnagiri		0·22	0·18	...	...	...	*—0·38*
8	(*s*)	Trans-Indus (Kalabagh-Bannu)		0·82	0·60	...	...	0·56	0·23
		2′ 0″ GAUGE.							
21	(*f*)	Pipar-Bilara Light		0·24	/0·14	...	...	0·17	0·02

DIX 12—*continued.*

during each half of the financial year 1915-16.

prepare these statistics.]

137 *d.*	138 *a.*	139 *a.*	139 A *a.*	140 *a.*	141 *a.*	142 *a.*	
AND STATIONS —*concld.*	TABLE B.—LOCOMOTIVE EXPENSES.						NUMBER.
MILES—*concld.*	PER TOTAL TRAIN-MILE.						
Total Maintenance, etc. Rs.	General superintendence (including office expenses). Annas.	Running expenses. Annas.	All charges connected with the working of Rail Motors. Annas.	Fuel (average cost). Annas.	Water. Annas.	Oil, tallow and other stores. Annas.	Main head
1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half.	1st half. 2nd half	1st half. 2nd half.	1st half. 2nd half.	
0·94 0·67	0·78 0·76	2·68 2·54	... ...	2·28 2·14	0·24 0·20	0·27 0·25	1
1·88 1·07	0·71 0·63	3·11 2·95	... ...	6·76 7·04	0·47 0·43	0·59 0·49	2
1·19 1·78	0·64 0·67	2·12 2·24	... ...	4·01 3·97	0·30 0·28	0·31 0·30	3
0·60 0·59	0·77 0·73	2·17 2·11	7·99 3·17	1·31 1·37	0·16 0·19	0·49 0·47	4
1·31 0·88	0·81 0·71	3·04 2·78	5·83 5·45	5·91 6·28	0·28 0·23	0·33 0·32	5
1·24 1·07	0·85 0·84	2·37 2·33	6·75 6·57	6·31 6·15	0·26 0·27	0·25 0·25	6
2·00 3·67	0·76 0·70	1·95 1·83	... ...	2·79 2·82	0·33 0·26	0·33 0·24	7
1·14 1·66	0·78 0·73	2·14 2·07	... ...	6·35 6·32	0·38 0·32	0·24 0·30	8
0·87 1·49	0·87 0·77	1·75 1·60	... ...	3·80 3·75	0·18 0·14	0·31 0 26	9
0·90 0·75	0·73 0·77	2·77 2·79	... ...	7·84 8 07	0·25 0 26	0·37 0·38	10
3·24 2·63	1·10 1·09	1·72 1·57	... ...	4·81 4·51	0·24 0·26	0·29 0·26	12
1·31 1·40	0·45 0·43	0·77 0 75	... ...	2·50 2·72	0·17 0 18	0·18 0·16	13
1·65 1·68	0·79 0·75	0·01 1·03	... ...	4·14 4·14	0·19 0·22	0·17 0·18	15
1·59 1·15	0·87 0·72	2·16 1·98	... ...	4·17 4·55	0·37 0·31	0·29 0·27	2
2·20 2·17	1·13 1·21	2·81 2·84	6·01 8·28	4·71 4·76	0·36 0·41	0·24 0·20	16
1·86 2·14	0·72 0·78	1·78 1·77	... ...	2·39 2·48	0·19 0·17	0·32 0 27	3
1·76 1·79	0·46 0·44	1·23 1·17	... ...	4·78 5 57	0·17 0·23	0·36 0·32	19
1·95 2·55	1·19 0·99	1·74 1·63	... ...	2·13 2·15	0·25 0·24	0·21 0·19	7
6·08 5·29	1·23 1 19	0·93 0·86	... 0·14	5·22 4·95	0·19 0·07	0·20 0·24	20
1·70 1·19	0·42 0·38	0·73 0·74	... ...	4·74 4·83	0·54 0·73	0·32 0·26	21
2·75 2·56	0·65 0·61	1·35 1·26	... ...	5·65 5·38	0·18 0·44	0·29 0·24	22
1·36 1·49	0·61 0·63	2·21 2·23	... ...	3·76 3·70	0·32 0·32	0·20 0·19	6
7·09 8·10	1·34 1·76	8·42 9·91	... ...	37·00 34·41	0·80 0·59	1·08 1·13	10
2·22 1·66	0·68 0·72	0·78 0 76	... ...	3·16 3·48	0·21 0·20	0·19 0·20	26
the South Indian railway 3′ 3⅜″ gauge.			... ...	... ...	... ...	... ...	10
0·90 0 88	0·55 0·54	2·06 2 14	... 2·82	4·80 4·74	0·20 0 19	0·25 0·24	10
3·06 2 46	0·96 1 02	0·55 0·57	... ...	4·09 4·42	0·38 0·26	0·35 0·34	27
3·07 3·55	0·74 0·71	1·24 1·22	... ...	2·52 2·83	0·34 0·40	0·18 0·15	1
the North Western railway 5′ 6″ gauge			... ...	... ...	... ...	... ...	8
5·22 9·20	1·18 1·69	4·02 4·31	... ...	5·45 5·87	0·47 0·20	0·43 0·27	8
4·15 3·90	0·42 0·45	1·39 1 47	... ...	2·50 2·88	0·44 0·44	0·12 0·18	8
3·62 4·19	0·10 0·10	1·49 1·61	... ...	4·00 4·23	0·44 0·40	0·24 0·24	10
2·31 1·80	0·87 0·89	1·67 1·76	... ...	1·60 1·54	0·50 0·48	0·39 0·37	1
6·32 5·14	0·69 0·65	1·33 1·22	... ...	1·58 1·22	0·49 0·51	—0·04 0·21	1
4·13 4·64	0·15 0·15	1·39 0·95	... ...	4·58 4·26	1·45 1·33	0·24 0·17	10
6·56 4·97	0·79 0·62	3·26 2·49	... ...	5·13 4·61	0·54 0·31	0·45 0·38	8
6·97 3·65	... ...	0·44 0·45	... ...	3·24 3·56	0·36 0·61	0·26 0·23	21

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix-4).		Railway system.	Serial number.	143 *a*.		143A*a*.		143B*a*.	
				TABLE B.—					
				PER TOTAL					
Main head.	Sub-head.			Maintenance and renewal of locomotives. Annas.		Maintenance and renewal of motor cars. Annas.		Maintenance and renewal of machinery, tools and plant. Annas.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(*a*)	Bengal-Nagpur		3·04	1·57	...	...	0·26	0·24
2	(*a*) to (*e*)	Bombay, Baroda and Central India		2·72	2·22	...	...	0·32	0·16
3	(*a*)	Eastern Bengal		1·82	1·86	...	...	0·58	0·25
4	(*a*) to (*c*)	East Indian		2·30	1·58	7·63	3·75	0·20	0 25
5	(*a*) to (*g*)	Great Indian Peninsula		4·20	3·62	1·51	0·94	0·23	0·21
6	(*a*) to (*c*)	Madras and Southern Mahratta		3·86	4·07	7·52	9·99	0·53	0·63
7	(*a*) and (*b*)	Nizam's Guaranteed State		3·04	2·83	...	...	0·08	0·06
8	(*a*) to (*n*)	North Western		3·52	2·47	...	...	0·30	0·27
9	(*a*) and (*b*)	Oudh and Rohilkhand		2·70	1·49	...	...	0·26	0·19
10	(*a*)	South Indian		2·53	2·41	...	...	0·14	0·13
		3′ 3⅜″ GAUGE.							
12	...	Assam-Bengal		1·50	1·46	...	...	0·02	0·05
13	(*a*) and (*b*)	Bengal and North-Western		1·20	1·18	...	...	0·06	0·06
15	(*a*) and (*b*)	Bhavnagar State		1·25	0 85	...	...	0·09	0·13
2	(*f*) to (*l*)	Bombay, Baroda and Central India		2·92	2·53	...	... ...	0·37	0·24
16	(*a*) to (*c*)	Burma		1·92	2·02	0·51	0·07	0·18	0·32
3	(*c*) to (*e*)	Eastern Bengal		1·51	1·95	...	...	0·18	0·13
19	(*a*) to (*c*)	Gondal-Porbandar State		1·32	1·09	...	...	0·30	0·23
7	(*c*) and (*d*)	Hingoli Branch and Hyderabad-Godavari Valley		3·08	1·76	...	...	0·10	0·08
20	...	Jamnagar		0·42	0·94	...	0·19	0·02	0·01
21	(*a*) to (*e*)	Jodhpur-Bikaner		1·85	1·72	...	...	0·12	0·15
22	... ...	Junagad State.		1·06	1 26	...	...	0 04	0·12
6	(*d*) to (*l*)	Madras and Southern Mahratta		1·85	1·91	...	...	0·18	0·21
10	(*c*)	Nilgiri		18·60	11·12	...	...	0·22	0·18
26	(*a*) and (*b*)	Rohilkund and Kumaon		1·61	1·59	...	...	0·21	0·20
10	(*g*)	Shoranur-Cochin		...	...	...	Included with the South		
10	(*b*), (*d*) to (*f*) and (*h*) to (*j*)	South Indian		2·06	2·03	...	0·61	0·17	0·17
27	...	Udaipur-Chitorgarh		1·58	1·62	...	0·32	0·82	...
		2′ 6″ GAUGE.							
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		2·32	2·88	...	...	0·02	0·02
8	(*o*)	Jacobabad-Kashmor		...	...	...	...	Included with	
8	(*p*)	Kalka-Simla		4·60	4·74	...	...	0·24	0 23
8	(*q*) and (*r*)	Kohat-Thal and Nowshera-Durgai		1·43	1·68	...	...	0·21	0·15
10	(*k*)	Morappur-Hosur		2·25	0·93	...	...	0·04	0·04
1	(*g*)	Purulia-Ranchi		1·63	2·12	...	...	0·02	0·01
1	(*h*)	Raipur-Dhamtari		2·47	1·83	...	...	...	0·01
10	(*l*)	Tirupattur-Krishnagiri		2·47	3 15	...	...	0·04	...
8	(*s*)	Trans-Indus (Kalabagh-Bannu)		11·54	4·88	...	...	0·10	0·04
		2′ 0″ GAUGE.							
21	(*f*)	Pipar-Bilara Light		3·25	2·92	...	...	...	...

DIX 12—*continued.*

during each half of the financial year 1915-16.

prepare these statistics.]

143 Ca.	144 a.	145 a.	138 b.	139 b.	139A b.	140 b.	
LOCOMOTIVE EXPENSES—*contd.*							NUMBER.
TRAIN-MILE—*concld.*			PER ENGINE MILE.				
Electricity and repairs and renewals of electric plant. Annas.	Other charges (net). Annas.	Total locomotive expenses.* Annas.	General Superintendence (including office expenses). Annas.	Running expenses. Annas.	All charges connected with the working of Rail Motors. Annas.	Fuel (average cost). Annas.	Main head.
1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	
... ...	2·08 2·23	11·63 9·93	0·63 0·61	2·14 2·05	... ...	1·83 1·72	1
... ...	1·96 1·29	16·64 15·21	0·59 0·53	2·60 2·46	... ...	5·64 5·87	2
... ...	0·31 0·56	10·09 10·13	0·44 0·45	1·44 1·51	... ...	2·72 2·67	3
... ...	1·49 1·22	8·89 7·92	0·58 0·55	1·63 1·58	7·70 2·93	0·99 1·01	4
... ...	2·43 2·37	17·22 16·53	0·70 0·61	2·61 2·39	5·83 5·41	5·06 5·38	5
... ...	2·19 1·89	16·62 16·43	0·71 0·70	1·99 1·97	6·75 6·56	5·31 5·19	6
... ...	0·58 0·38	9·86 9·12	0·65 0·61	1·68 1·58	... ...	2·39 2·44	7
... ...	1·85 1·93	15·56 14·41	0·64 0·61	1·78 1·73	10·10 10·45	5·27 5·28	8
... ...	2·03 1·38	11·90 9·58	0·71 0·64	1·44 1·35	... ...	3·13 3·13	9
... ...	—0·41 —0·33	14·22 14·48	0·65 0·69	2·47 2·49	... ...	6·98 7·19	10
... ...	0·65 0·55	†10·33 †9·75	0·85 0·85	1·33 1·22	... ...	3·70 3·52	12
... ...	1·01 0·79	6·34 6·27	0·38 0·35	0·64 0·62	... ...	2·08 2·22	13
... ...	0·21 0·22	7·85 7·52	0·70 0·66	0·90 0·91	... ...	3·68 3·64	15
... ...	0·65 0·59	11·60 11·19	0·75 0·62	1·89 1·73	... ...	3·64 3·95	2
... ...	0·76 0·77	12·11 12·53	0·92 0·96	2·26 2·26	6·01 8·28	3·79 3·78	16
... ...	2·05 2·40	9·14 9·88	0·55 0·55	1·36 1·33	... ...	1·83 1·88	3
... ...	0·35 0·74	8·97 9·79	0·42 0·38	1·09 1·00	... ...	4·22 4·77	19
... ...	1·48 1·02	10·18 8·06	1·05 0·86	1·58 1·42	... ...	1·87 1·88	7
... ...	... ...	8·21 8·26	1·03 0·98	0·78 0·71	... 0·11	4·37 4·08	20
... ...	0·78 0·68	9·50 9·49	0·38 0·33	0·65 0·66	... ...	4·27 4·32	21
... ...	... 0·03	9·22 9·34	0·56 0·52	1·18 1·06	... ...	4·89 4·52	22
... ...	1·55 1·76	10·68 10·95	0·54 0·56	1·97 1·99	... ...	3·37 3·32	6
... ...	—3·46 —5·58	64·00 53·52	1·17 1·57	7·38 8·83	... ...	32·42 30·65	10
... ...	0·43 0·49	7·27 7·59	0·53 0·58	0·62 0·61	... ...	2·48 2·77	26
Indian railway	3′ 3⅜″ gauge.	... .	... ...	... ...	... 2·79	... ...	10
... ...	0·89 0·89	10·98 10·94	0·49 0·48	1·88 1·89	... ...	4·25 4·20	10
... ...	0·01 0·01	8·74 8·56	0·90 0·96	6·52 0·53	... ...	3·85 4·15	27
... ...	3·09 1·53	10·45 9·74	0·59 0·56	0·98 0·97	... ...	2·00 2·24	1
the North Western railway	5′ 6″ gauge.	... ...	... ...	... ...	... ...	... ...	8
... ...	0·58 0·53	16·97 17·78	0·94 1·35	3·18 3·44	3·37 2·38	4·32 4·62	8
... ...	0·85 1·86	7·36 9·11	0·35 0·37	1·17 1·22	... ...	2·09 2·39	8
...	—0·43 —0·71	8·13 6·84	0·10 0·10	1·49 1·60	... ...	4·00 4·21	10
... ...	0·25 0·74	6·93 7·91	0·66 0·67	1·28 1·33	... ...	1·28 1·16	1
... ...	1·52 1·19	8·04 6·84	0·58 0·52	1·12 0·99	... ...	1·33 0·99	1
... ...	—0·62 —0·95	9·70 9·06	0·15 0·15	1·39 0·94	... ...	4·58 4·24	10
... ...	3·39 1·73	25·20 15·06	0·63 0·51	2·54 2·06	... ...	4 00 3·60	8
... ...	0·03 0·01	7·58 7·78	... ...	0·44 0·45	... ...	3·24 3·56	21

* Excludes expenditure attributable to motors.
† Includes figures for the Tangi-Narayangunj Section of the Eastern Bengal railway.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	141 *b.*		142 *b.*		143 *b.*	
				TABLE B.—					
				PER ENGINE					
Main head.	Sub-head.			Water. Annas.		Oil, tallow and other stores. Annas.		Maintenance and renewal of locomotives. Annas.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(*a*)	Bengal-Nagpur		0·19	0·16	0·21	0·20	2·44	1·26
2	(*a*) to (*e*)	Bombay, Baroda and Central India		0·39	0·36	0·49	0·41	2·26	1·85
3	(*a*)	Eastern Bengal		0·20	0·19	0·21	0·20	1·23	1·26
4	(*a*) to (*e*)	East Indian		0·12	0·14	0·38	0·35	1·73	1·18
5	(*a*) to (*g*)	Great Indian Peninsula		0·24	0·20	0·28	0·27	3·60	3·11
6	(*a*) to (*c*)	Madras and Southern Mahratta		0·22	0·23	0·21	0·21	3·25	3·43
7	(*a*) and (*b*)	Nizam's Guaranteed State		0·28	0·22	0·28	0·21	2·60	2·44
8	(*a*) to (*n*)	North Western		0·32	0·27	0·20	0 25	2·92	2·06
9	(*a*) and (*b*)	Oudh and Rohilkhand		0·15	0·11	0·25	0·22	2·22	1·24
10	(*a*)	South Indian		0·22	0·23	0·33	0 34	2·25	2·15
		3′ 3½″ GAUGE							
12	...	Assam-Bengal		0·19	0·20	0·22	0·21	1·15	1·14
13	(*a*) and (*b*)	Bengal and North-Western		0·14	0·15	0·15	0·13	1·00	0·96
15	(*a*) and (*b*)	Bhavnagar State		0·17	0·19	0 15	0·15	1·11	0·75
2	(*f*) to (*l*)	Bombay, Baroda and Central India		0·33	0·26	0·25	0·23	2·55	2·21
16	(*a*) to (*c*)	Burma		0·29	0·33	0·19	0·16	1·55	1·60
3	(*c*) to (*e*)	Eastern Bengal		0·14	0·13	0·24	0·21	1·16	1·48
19	(*a*) to (*c*)	Gondal-Porbandar State		0·15	0·20	0·32	0·28	1·16	0 93
7	(*c*) and (*d*)	Hingoli Branch and Hyderabad-Godavari Valley		0·22	0·21	0·19	0·16	2·71	1·54
19	...	Jamnagar		0·16	0·06	0·16	0·20	0 35	0·77
21	(*a*) to (*e*)	Jodhpur-Bikaner		0·49	0·66	0·29	0 23	1 67	1·55
22	...	Junagad State		0·15	0·37	0·25	0·20	0·92	1·06
6	(*d*) to (*l*)	Madras and Southern Mahratta		0·29	0·29	0·18	0 16	1·66	1·71
10	(*c*)	Nilgiri		0·70	0·53	0·95	1·00	16·30	9·91
26	(*a*) and (*b*)	Rohilkund and Kumaon		0·16	0·16	0·15	0·16	1·27	1·29
10	(*g*)	Shoranur-Cochin			Included		with	the	South
10	(*b*), (*d*) to (*f*) and (*h*) to (*j*)	South Indian		0·18	0·15	0·22	0·22	1·82	1·80
27	...	Udaipur-Chitorgarh		0·36	0·25	0·33	0·32	1·49	1·52
		2′ 6″ GAUGE.							
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions		0·27	0·32	0·14	0·12	1·84	2·27
2	(*o*)	Jacobabad-Kashmor			Included		with	the	North
8	(*p*)	Kalka-Simla		0·37	0·16	0·34	0·24	3·64	3·78
8	(*q*) and (*r*)	Kohat-Thal and Nowshera-Durgai		0·37	0·37	0·10	0·15	1·19	1·40
10	(*k*)	Morappur-Hosur		0·44	0·40	0·24	0·24	2·25	0·93
1	(*g*)	Purulia-Ranchi		0·38	0·36	0·30	0 28	1·24	1·60
1	(*h*)	Raipur-Dhamtari		0·42	0·42	—*0·04*	0·17	2·08	1·49
10	(*l*)	Tirupattur-Krishnagiri		1·45	1·33	0·24	0·17	2·47	3·13
8	(*s*)	Trans Indus (Kalabagh-Bannu)		0·42	0·26	0·35	0·32	9·00	4·03
		2′ 0″ GAUGE.							
21	(*f*)	Pipar-Bilara Light		0·36	0·61	0·26	0·23	3·25	2·92

DIX 12—*continued.*

during each half of the financial year 1915-16.

prepare these statistics.]

• 143-A *b.*	143-B *b.*	143-C *b.*	144 *b.*	145 *b.*	138 *c.*	139 *c.*	
LOCOMOTIVE EXPENSES—*contd.*							NUMBER.
MILE—*concld.*					PER 1,000 GROSS TON-MILES.		

Maintenance and renewal of motor cars.		Maintenance and renewal of machinery, tools and plant.		Electricity and repairs and renewals of electric plant.		Other charges (net).		Total Locomotive expenses.*		General Superintendence (including office expenses).		Running expenses.		Main head.
Annas.		Annas.		Annas.		Annas.		Annas.		Rs.		Rs.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
		0·21	0·20											
...	...	0·26	0·14	...	...	1·67	1·80	9·32	8·00	0·10	0·09	0·34	0·30	1
...	...	0·39	0·17	...	...	1·63	1·07	13·66	12·69	0·10	0·08	0·42	0·38	2
...	...			...	...	0·21	0·37	6·84	6·82	0·08	0·09	0·28	0·33	3
7·35	3·30	0·15	0·19	...	...	1·12	0·91	6·70	5·91	0·09	0·08	0·24	0·23	4
1·51	0·93	0·19	0·18	...	...	2·08	2·03	14·76	14·17	0·12	0·09	0·48	0·37	5
7·52	9·98	0·44	0·53	...	...	1·84	1·60	13·97	13·86	0·12	0·11	0·33	0·32	6
...	...	0·07	0·06	...	...	0·50	0·32	8·45	7·88	0·12	0·11	0·32	0·28	7
—*0·83*	3·14	0·25	0·22	...	...	1·53	1·62	12·91	12·04	0·10	0·10	0·29	0·29	8
...	...	0·22	0·16	...	...	1·67	1·14	9·78	7·99	0·13	0·12	0·26	0·25	9
...	...	0·12	0·12	...	...	—*0·36*	—0·30	12·66	12·91	0·14	0·14	0·52	0·50	10
...	...	0·01	0·03	...	...	0·59	0·43	17·95	†7·60	0·25	0·27	0·39	0·38	12
...	...	0·05	0 05	...	...	0·83	0 63	5·27	5·11	0·12	0·11	0·20	0·19	13
...	...	0·09	0·12	...	...	0·19	0·19	6·99	6·61	0·29	0·26	0·37	0·36	15
...	...	0·32	0·22	...	...	0·57	0·51	10·30	9·73	0·21	0·17	0·53	0·47	2
0·51	0·07	0·15	0·25	...	...	0·60	0·62	9·75	9·96	0·26	0·27	0·65	0·62	16
...	...	0·14	0·09	...	...	1·57	1·82	6·99	7·49	0·17	0·17	0·43	0·41	3
...	...	0·26	0 20	...	...	0·31	0·63	7·95	8·39	0·18	0·16	0·48	0·42	19
...	...	0·09	0·07	...	...	1·30	0·89	8·96	7·03	0·35	0·26	0·51	0·42	7
...	0·16	0·02	0·01	...	...	...	...	6·87	6·81	0·45	0·46	0·34	0·34	20
...	...	0·10	0·13	...	...	0·70	0·61	8·55	8·49	0·11	0·10	0·18	0·18	21
...	...	0·08	0·10	...	...	...	0·02	7·98	7·85	0·24	0·20	0·49	0·42	22
...	...	0·16	0·19	...	...	1·39	1·58	9·56	9·80	0·17	0·18	0·62	0·63	*6*
...	...	0·19	0·16	...	...	—*3·03*	4·97	56·08	47·68	0·99	1·22	6·18	6·89	10
...	...	0·17	0·16	...	...	0·34	0·40	5·72	6·13	0·20	0·20	0·22	0·22	26
Indian	railway	3′ 3⅜″		...	...	...	...	...	...	...	...	...	...	10
...	0·60	0·15	0·15	...	...	0·78	0·78	9·72	9·69	0·15	0·14	0·56	0·57	10
...	0·31	0·78	...	...	...	0·01	0·01	8·24	8·05	0·37	0·36	0·22	0·19	27
...	...	0·02	0·01	...	...	2·45	1·21	8·29	7·70	0·22	0·21	0·37	0·35	1
Western	railway	5′ 6″ gauge				...	...	...	...	...	...	...	...	8
2·74	2·09	0·19	0·18	...	...	*0·46*	0·42	13·44	14·19	0·84	1·36	2·85	3·46	8
...	...	0·18	0·12	...	...	0·71	1·54	6·16	7·56	0·83	0·34	1·07	1·09	8
...	...	0·04	0·04	...	...	—*0·43*	—0·71	8·13	6·81	0·06	0·06	0·84	0·97	10
...	...	0·02	0·01	...	...	0·19	0·56	5·30	5·97	0·29	0·28	0·56	0·54	1
...	...	...	0·01	...	...	1·29	0·97	6·78	5·56	0·37	0·34	0·71	0·61	1
...	...	0·04	...	...	...	—*0·62*	—0·94	9·70	9·02	0·08	0·08	0·77	0·55	10
...	...	0·08	0·04	...	...	2·65	1·42	19·66	12·44	0·32	0·26	1·33	1·04	8
...	...	...	...	...	...	0·03	0·01	7·58	7·78	...	...	0·81	0·53	21

*Excludes expenditure attributable to motors.
†Includes figures for the Tangi-Narayangunj Section of the Eastern Bengal railway.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	139 Ac.		140c.		141c.	
				TABLE B.—					
				PER 1,000 GROSS					
Main head.	Sub-head.			All charges connected with the working of Rail Motors. Rs.		Fuel (average cost). Rs.		Water. Rs.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(a)	Bengal-Nagpur		...	...	0·29	0·26	0·03	0·02
2	(a) to (e)	Bombay, Baroda and Central India		...	...	0·91	0·91	0·06	0·06
3	(a)	Eastern Bengal		...	...	0·52	0·59	0·04	0·04
4	(a) to (c)	East Indian		10·35	4·33	0·15	0·14	0·02	0·02
5	(a) to (g)	Great Indian Peninsula		4·92	4·61	0·83	0·82	0·04	0·03
6	(a) to (c)	Madras and Southern Mahratta		4·46	4·32	0·88	0·85	0·04	0·04
7	(a) and (b)	Nizam's Guaranteed State		...	...	0·45	0·44	0·05	0·04
8	(a) to (n)	North Western		...	...	0·85	0·89	0·05	0·05
9	(a) and (b)	Oudh and Rohilkhand		...	...	0·56	0·59	0·02	0·02
10	(a)	South Indian		...	...	1·49	1·47	0·05	0·05
		3′ 3¾″ GAUGE.							
12	...	Assam-Bengal		...	...	1·08	1·08	0·06	0·06
13	(a) and (b)	Bengal and North-Western		...	...	0·65	0·68	0·05	0·04
15	(a) and (b)	Bhavnagar State		...	...	1·53	1·48	0·07	0·07
2	(f) to (l)	Bombay, Baroda and Central India		...	...	1·00	1·08	0·09	0·07
16	(a) to (c)	Burma		9·42	12·01	1·08	1·04	0·08	0·09
3	(c) to (e)	Eastern Bengal		...	...	0·58	0·58	0·05	0·04
19	(a) to (c)	Gondal-Porbandar State		...	...	1·86	1·98	0·07	0·08
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley		...	...	0·63	0·55	0·07	0·06
20	...	Jamnagar		...	0·05	1·90	1·92	0·07	0·03
21	(a) to (e)	Jodhpur-Bikaner		...	...	1·16	1·18	0·13	0·18
22	...	Junagad State		...	...	2·08	1·79	0·07	0·15
6	(d) to (l)	Madras and Southern Mahratta		...	...	1·07	1·04	0·09	0·09
10	(c)	Nilgiri		...	...	27·16	23·93	0·59	0·41
26	(a) and (b)	Rohilkund and Kumaon		...	...	0·91	0·96	0·06	0·06
10	(g)	Shoranur-Cochin		...	...	...	Included with the South		
10	(b), (d) to (f) and (h) to (j)	South Indian		...	12·60	1·31	1·27	0·06	0·05
27	...	Udaipur-Chitorgarh		...	...	1·58	1·56	0·15	0·09
		2′ 6″ GAUGE.							
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		...	...	0·75	0·82	0·10	0·12
8	(o)	Jacobabad-Kashmor		...	...	Included with the North			
8	(p)	Kalka-Simla		...	...	3·86	4·65	0·33	0·16
8	(q) and (r)	Kohat-Thal and Nowshera-Durgai		...	...	1·92	2·15	0·34	0·33
10	(k)	Morappur-Hosur		...	...	2·26	2·54	0·25	0·24
1	(g)	Purulia-Ranchi		...	...	0·54	0·47	0·17	0·15
1	(h)	Raipur-Dhamtari		...	...	0·84	0·27	0·27	0·64
10	(l)	Tirupattur-Krishnagiri		...	...	2·53	2·46	0·80	0·77
8	(s)	Trans-Indus (Kalabagh Bannu)		...	...	2·10	1·92	0·22	0·13
		2′ 0″ GAUGE.							
21	(f)	Pipar-Bilara Light		...	...	5·96	4·29	0·66	0·7

DIX 12—*continued.*

during each half of the financial year 1915-16.

prepare these statistics.]

142 *c.*	143 *c.*	143 A *c.*	143 B *c.*	143 C *c.*	144 *c.*	145 *c.*	
LOCOMOTIVE EXPENSES—*concld.*							NUMBER.
TON-MILES—*concld.*							

Oil, tallow and other stores. Rs.		Maintenance and renewal of locomotives. Rs.		Maintenance and renewal of motor cars. Rs.		Maintenance and renewal of machinery, tools and plant. Rs.		Electricity and repairs and renewals of electric plant. Rs.		Other charges (net). Rs.		Total Locomotive expenses.* Rs.		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
0·03	0·03	0·38	0 19	...	...	0·03	0·03	...	...	0·26	0·26	1·46	1·18	1
0·08	0·06	0·37	0·29	...	...	0·04	0 02	...	...	0·27	0·16	2·25	1·96	2
0·05	0·04	0·24	0·28	...	...	0·07	0·04	...	...	0·04	0·08	1·32	1·49	3
0·05	0·05	0·25	0·17	9·88	4·87	0·02	0·03	...	...	0·16	0·13	0·98	0·85	4
0·05	0·04	0·59	0·48	1·28	0·79	0·03	0·03	...	...	0·34	0·31	2·43	2·17	5
0·04	0·03	0·54	0·56	4·97	6·56	0·07	0·09	...	...	0·31	0·26	2·33	2·26	6
0·05	0·03	0·49	0·44	...	...	0·01	0 01	...	...	0·10	0·06	1·59	1·41	7
0·03	0·04	0·47	0·35	...	...	0·04	0·04	...	...	0·25	0·27	2·08	2·03	8
0·04	0·04	0·40	0·23	...	...	0·04	0·03	...	...	0·30	0·23	1·75	1·51	9
0·07	0·07	0·48	0·44	...	...	0·02	0 02	...	...	*—0·07*	*—0·06*	2·70	2·63	10
0·07	0·06	0·34	0·35	...	...	...	0·01	...	...	0·15	0·13	†2·34	†2·34	12
0·05	0·04	0·31	0·30	...	...	0·02	0·02	...	...	0·26	0·20	1·66	1·58	13
0·07	0·06	0·46	0·29	...	...	0·04	0·05	...	...	0·08	0·07	2·91	2·59	15
0·07	0·06	0·70	0·60	...	...	0·08	0·06	...	...	0·16	0 14	2·84	2·65	2
0·06	0·04	0·44	0·44	0·81	0·11	0·04	0 07	...	...	0·17	0·17	2·78	2·74	16
0·07	0·06	0·37	0·46	...	...	0·04	0·03	...	...	0·50	0·57	2·21	2·32	3
0·14	0·12	0·51	0·39	...	...	0·12	0·08	...	...	0·14	0·26	3·50	3·49	19
0·06	0·05	0·91	0·46	...	...	0·03	0·03	...	...	0·44	0·26	3·00	2·08	7
0·07	0·09	0·15	0·36	...	0·07	0·01	0·01	...	...	...	...	2·99	3·21	20
0·08	0 06	0·45	0·42	...	...	0·03	0·03	...	...	0·19	0·16	2·33	2·31	21
0·10	0·08	0·39	0·42	...	...	0·01	0·04	...	...	...	0·01	3·38	3·11	22
0·06	0·05	0·53	0·54	...	...	0·05	0·06	...	...	0·44	0·49	3·03	3·08	6
0·79	0·79	13·66	7·73	...	...	0·16	0·12	...	...	*—2·54*	*—3·88*	46·99	37·21	10
0·05	0·06	0·47	0·44	...	...	0·06	0·05	...	...	0·12	0·13	2·09	2·12	26
Indian	railway	3′ 3⅜″	gauge	...	...	...	...	...	...	...	...	...	...	10
0·07	0·06	0·56	0·54	...	2·73	0·05	0·05	...	...	0·24	0·24	3·00	2·92	10
0·14	0·12	0·61	0·58	...	0 12	0·32	...	...	...	...	...	3·39	3·02	27
0·05	0·04	0·69	0·83	...	...	0·01	...	...	...	0·92	0·44	3·11	2·31	1
Western		railway	5′—6″	gauge.	...	...	...	...	...	...	...	...	...	8
0·31	0·24	3·26	3·81	...	...	0·17	0·18	...	...	0·41	0·43	12·03	14 29	8
0·10	0·13	1·10	1·25	...	...	0·16	0·11	...	...	0·66	1·38	5·68	6·78	8
0·14	0·14	1·27	0·56	...	...	0·02	0 02	...	...	*—0·24*	*—0·42*	4·60	4·10	10
0·13	0·12	0·55	0·66	...	...	0·01	...	...	...	0·08	0·28	2·33	2·45	1
—0·02	0·11	1·32	0·96	...	...	...	0·01	...	...	0·82	0·63	4·31	3·60	1
0·13	0·10	1·37	1·82	...	...	0·02	...	...	...	*—0·34*	*—0·54*	5·36	5·24	10
0·18	0·16	4·71	2·04	...	...	0·04	0·02	...	...	1·39	0·72	10·29	6·29	8
0·47	0·28	6·00	3·51		...	...	...	...	...	0·05	0·01	13·95	9·36	21

* Excludes expenditure attributable to motors.
† Includes figures for the Tangi-Narayangunj section of the Eastern Bengal railway.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway. (Detailed in "Index" to Appendix 1.)		Railway system.	Serial number.	146 *a*.		147 *a*.		148 *a*.	
				TABLE C.—CARRIAGE AND					
				PER TOTAL					
Main head.	Sub-head.			General Superintendence (including office expenses). Annas.		Repairs and renewals of coaching vehicles. Annas.		Repairs and renewals of goods vehicles. Annas.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(*a*)	Bengal-Nagpur		0·21	0·20	1·04	1·03	1·45	1·45
2	(*a*) to (*e*)	Bombay, Baroda and Central India		0·27	0·25	1·88	1·08	1·56	1·52
3	(*a*)	Eastern Bengal		0·31	0·33	1·30	1·71	1·19	—*0·06*
4	(*a*) to (*c*)	East Indian		0·18	0·16	1·40	0·57	1·05	1·06
5	(*a*) to (*g*)	Great Indian Peninsula		0·30	0·26	1·84	1·04	0·86	1·14
6	(*a*) to (*c*)	Madras and Southern Mahratta		0·32	0·32	1·58	1 86	1·19	1·35
7	(*a*) and (*b*)	Nizam's Guaranteed State		0·35	0·27	1·53	0·45	2·56	2·65
8	(*a*) to (*n*)	North Western		0·34	0·34	1·16	1·16	1·56	0·59
9	(*a*) and (*b*)	Oudh and Rohilkhand		0·39	0·34	1·74	1·21	1·84	0·58
10	(*a*)	South Indian		0·24	0·26	3·17	1·75	0·83	0·65
		3′ 3½″ GAUGE.							
12	...	Assam-Bengal		0·41	0·42	0·68	0·63	1·36	1·03
13	(*a*) and (*b*)	Bengal and North-Western		0·17	0·16	0·61	0·51	0·63	0·55
15	(*a*) and (*b*)	Bhavnagar State		0·26	0 25	0·53	0·69	0·48	0·58
2	(*f*) to (*l*)	Bombay, Baroda and Central India		0·34	0·28	1·05	0·77	0·98	0·82
16	(*a*) to (*c*)	Burma		0·43	0 46	1·49	2·61	1·40	1·38
3	(*c*) to (*l*)	Eastern Bengal		0·38	0·38	1·86	1·05	0·90	0·58
19	(*a*) to (*e*)	Gondal-Porbandar States		0·16	0·15	0·89	1·60	0·85	0·90
7	(*c*) and (*d*)	Hingoli Branch and Hyderabad-Godavari Valley		0·27	0·27	0·97	1·01	0·66	0·66
20	...	Jamnagar		0·41	0·40	0·49	0·83	0·99	0·06
21	(*a*) to (*e*)	Jodhpur-Bikaner		0·15	0·14	0·52	0·58	0·59	0·73
22	...	Junagad State		0·22	0·21	0·26	0·66	0·28	0·21
6	(*d*) to (*l*)	Madras and Southern Mahratta		0·21	0·22	1·19	1·19	1·04	1·03
10	(*c*)	Nilgiri		0·45	0·59	1·85	1·89	0·72	0·83
26	(*a*) and (*b*)	Rohilkund and Kumaon		0·32	0·30	0·52	0·58	0·81	0·93
10	(*g*)	Shoranur-Cochin		...	...	...	Included with the		South
10	(*b*), (*d*) to (*f*) and (*h*) to (*j*)	South Indian		0·19	0·18	0·86	1·59	0·53	0·55
27	...	Udaipur-Chitorgarh		0·21	0·20	1·65	1 11	0·14	0·18
		2′ 6″ GAUGE.							
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		0·20	0·18	0·85	1·12	1·30	1·18
3	(*o*)	Jacobabad-Kashmor		...		...	Included with the		
8	(*p*)	Kalka-Simla		0·21	0·42	2·69	—*7·21*	1·44	—*4·96*
3	(*q*) and (*r*)	Kohat Thal and Nowshera-Durgai		0·06	0·06	0·07	6·27	0·63	2·89
	(*k*)	Morappur-Hosur		0·03	0·03	0·18	0·28	0·02	0·07
1	(*g*)	Purulia-Ranchi		0·38	0·41	0·97	0·68	0·24	0·19
1	(*h*)	Raipur-Dhamtari		0·35	0·35	0·22	0·15	0·49	0·45
10	(*i*)	Tirupattur-Krishnagiri		0·05	0·05	0·64	0·05	...	0·61
3	(*s*)	Trans Indus (Kalabagh-Bannu)		0·12	0·09	1·48	0·49	1·37	2·46
		2′ 0″ GAUGE.							
21	(*f*)	Pipar-Bilara, Light		...		0·41	0·11	0·30	0·35

DIX 12—*continued.*

during each half of the financial year 1915-16.

prepare these statistics.]

148 A *a.*	149 *a.*	149 A *a.*	150 *a.*	151 *a.*	146 *b.*	147 *b.*	
WAGON EXPENSES.							NUMBER.
TRAIN MILE.					PER 1,000 VEHICLE-MILES RUN BY HOME VEHICLES.		
Repairs and renewals of machinery, tools and plant. Annas.	Cleaning and oiling. Annas.	Electricity and repairs and renewals of electric plant. Annas.	Other charges (net). Annas.	Total Carriage and Wagon expenses. Annas.	General Superintendence (including office expenses). Rs.	Repairs and renewals of coaching vehicles calculated on coaching vehicle mileage. Rs.	Main head.
1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	
0·05 / 0·06	0·50 / 0·48	... / ...	0·03 / —*0 04*	3·28 / 3·18	0·45 / 0·41	11·11 / 10·67	1
0·09 / 0·06	0·39 / 0·34	... / ...	0·04 / 0·06	4·23 / 3·31	0·64 / 0·58	12·53 / 7·64	2
0·03 / 0·63	0·34 / 0·42	... / ...	0·04 / 0·01	3·21 / 3·04	0·69 / 0·87	8·16 / 11·36	3
0·05 / 0·08	0·25 / 0·31	... / ...	0·47 / —*0·02*	3·40 / 2·16	0·36 / 0·31	13·08 / 5·35	4
0·07 / 0·06	0·40 / 0·35	... / ...	0·03 / 0·04	3·50 / 2·89	1·06 / 0·90	17·33 / 10·67	5
0·10 / 0·16	0·37 / 0·36	... / ...	0·03 / 0·04	3·59 / 2·09	1·03 / 0·93	12·97 / 14·79	6
0·03 / 0·02	0 30 / 0·29	... / ...	... / ...	4·77 / 3·68	0·81 / 0·66	18·04 / 5·22	7
0·07 / 0·09	0·42 / 0·44	... / ...	0·02 / 0·04	3·57 / 2·66	0·91 / 0 91	7·77 / 7·73	8
0·09 / 0·09	0·46 / 0·45	... / ...	0·04 / 0·06	4·56 / 2·73	0·88 / 0·87	11·55 / 8·48	9
0·04 / 0·04	0·45 / 0·47	... / ...	—*0·41* / —*0 28*	4·32 / 2·89	0·91 / 0·99	25·14 / 14·55	10
0·02 / 0·01	0·37 / 0·36	... / ...	0·02 / 0·01	*2·86 / *2·46	0·98 / 1·07	3·63 / 3·31	12
0·04 / 0·04	0 27 / 0·25	... / ...	0·01 / 0·01	1·73 / 1·52	0·37 / 0·33	2·89 / 2·43	13
0·05 / 0·07	0·27 / 0·27	... / ...	... / 0·02	1·59 / 1·88	0·93 / 0·86	3·32 / 4·23	15
0·05 / 0·04	0·30 / 0·25	... / ...	0·01 / 0·02	2·73 / 2·18	0·75 / 0·59	6·03 / 5·31	2
0·05 / 0·08	0·36 / 0·38	... / ...	0·08 / 0·05	3·81 / 4·96	1·04 / 1·06	3·63 / 6 02	16
0·02 / 0·03	0·41 / 0·36	... / ...	0·05 / 0·03	3·62 / 2·43	1·05 / 1·07	10·55 / 6·10	3
0·07 / 0·11	0·28 / 0·27	... / ...	0·01 / ...	2·26 / 2·43	0·59 / 0·60	5·39 / 10·61	19
0·03 / 0·02	0·19 / 0·16	... / ...	... / ...	2·12 / 2·12	0·90 / 0·82	6·78 / 7·66	7
0·01 / 0·01	0·32 / 0·34	... / ...	... / ...	1·28 / 1·64	2·17 / 2 00	3·29 / 6 64	20
0·08 / 0·08	0·23 / 0·22	... / ...	... / 0·01	1·57 / 1·76	0·48 / 0·46	3·79 / 4 39	21
... / ...	0·29 / 0·30	... / ...	... / 0·05	1·05 / 1·43	0·69 / 0·68	1·52 / 4 03	22
0·07 / 0·03	0·19 / 0 21	... / ...	0·08 / 0·01	2·78 / 2·69	0·58 / 0·61	9·46 / 9·31	6
0·07 / 0·07	1·51 / 1·82	... / ...	—*0·24* / —*0·49*	4·36 / 4·71	2·43 / 5·64	28·69 / 29·98	19
0·06 / 0·05	0·31 / 0·36	... / ...	—*0·01* / ...	2·01 / 2·22	0·86 / 0·82	2·89 / 3·52	25
Indian Railway 3′ 3⅜″ gauge		... / ...	... / ...	... / ...	... / ...	... / ...	10
0·06 / 0·06	0·35 / 0·37	... / ...	0·15 / 0·11	2·14 / 2·87	0·55 / 0·51	5·12 / 9·57	10
0·01	0·31 / 0·33	... / ...	... / ...	2·31 / 1·83	0·81 / 0·84	6·31 / 4·58	27
... / ...	0·39 / 0·39	... / ...	0·01 / 0·06	2·75 / 2·93	0·48 / 0·45	3·93 / 5·23	1
North Western Railway 5′ 6″ gauge		... / ...	... / ...	... / ...	... / ...	... / ...	3
0·01 / ...	0·81 / 0·90	... / ...	0·04 / 0·02	5·20 / —*10·83*	1·40 / 3 87	28·18 / —*125·75*	5
0·01 / 0·02	0·78 / 0·82	... / ...	0·02 / 0·32	1·57 / 10·38	0·29 / 0·30	0·58 / 49·75	8
0·02 / 0·01	0·31 / 0·32	... / ...	—*0·03* / —*0·06*	0·53 / 0·65	0·12 / 0·13	0·84 / 1·34	10
0·01 / 0·03	0·31 / 0·33	... / ...	0·01 / 0·03	1·92 / 1·67	1·11 / 1·07	4·65 / 2·85	1
... / ...	0·26 / 0·36	... / ...	0·01 / 0·03	1·33 / 1·34	1·21 / 1·16	1·68 / 1·10	1
0·01 / ...	0·35 / 0·34	... / ...	—*0·06* / —*0·10*	0·99 / 0·95	0·18 / 0·18	3·58 / 0·28	10
0·02 / 0·01	0·33 / 0·64	... / ...	0·33 / 0·31	4·15 / 5 00	0·38 / 0·32	7·93 / 2·88	8
... / ...	0·13 / 0·10	... / ...	... / ...	0·84 / 0·56	... / ...	3·98 / 1·36	21

* Includes figures for the Tangi-Narayanganj section of the Eastern Bengal railway.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1.)		Railway system.	Serial Number.	148 *b*.		148-A. *b*.		149 *b*.	
				TABLE C—CARRIAGE AND					
				PER 1,000					
Main head.	Sub-head.			Repairs and renewals of goods vehicles calculated on goods vehicle mileage. Rs.		Repairs and renewals of machinery, tools and plant. Rs.		Cleaning and oiling. Rs.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5' 6" Gauge.							
1	(a)	Bengal-Nagpur		3·83	3·65	0·11	0·11	1·05	0 97
2	(a) to (e)	Bombay, Baroda and Central India		5·67	5·21	0·22	0 14	0·92	0·78
3	(a)	Eastern Bengal		4·26	—0·28	0·06	1·61	0·78	1·07
4	(a) to (c)	East Indian		2·60	2·46	0·11	0·15	0·49	0·57
5	(a) to (g)	Great Indian Peninsula		4·88	5·99	0·25	0·23	1·41	1·21
6	(a) to (c)	Madras and Southern Mahratta		6·32	6·31	0·31	0·46	1·20	1·06
7	(a) and (b)	Nizam's Guaranteed State		7·44	8·28	0·08	0·04	0·70	0·70
8	(a) to (n)	North Western		6·90	2·73	0·20	0·24	1·13	1·18
9	(a) and (b)	Oudh and Rohilkhand		6·39	2·31	0·20	0·22	1·05	1·15
10	(a)	South Indian		6·09	4·64	0·17	0·17	1·69	1·79
		3' 3½" Gauge.							
12		Assam-Bengal		6·04	5·08	0·04	0·02	0·91	0·93
13	(a) and (b)	Bengal and North-Western		2·63	2·00	0·09	0·08	0·59	0·53
15	(a) and (b)	Bhavnagar State.		3·96	4·57	0·17	0·23	0·98	0·94
2	(f) to (l)	Bombay, Baroda and Central India		3·56	2·46	0·10	0·10	0·66	0·51
16	(a) to (c)	Burma		3·39	3·16	0·12	0·18	0·87	0·88
3	(c) to (e)	Eastern Bengal		4·49	3·16	0·06	0·09	1·13	1·01
19	(a) to (c)	Gondal-Porbandar State		8·49	3·13	0·28	0·44	1·05	1·12
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley		4·16	3·25	0·10	0 06	0·64	0·47
20		Jamnagar		1·35	0·89	0·05	0·07	1·70	1·71
21	(a) to (e)	Jodhpur-Bikaner		3·33	4·54	0·25	0·28	0·70	0·75
22		Junagad State		1·95	1·54	...	...	0·90	0·97
6	(d) to (l)	Madras and Southern Mahratta		4·45	4·49	0·18	0·11	0·54	0·59
10	(c)	Nilgiri		19·68	20·23	0·71	0·66	14·90	17·43
26	(a) and (b)	Rohilkund and Kumaon		4·91	4·49	0·16	0·15	0·83	0·96
10	(g)	Shoranur-Cochin		...	...	Included with the			
10	(b), (d) to (f) and (h) to (j).	South Indian		3·16	3·04	0·19	0·17	1·04	1·08
27	...	Udaipur-Chitorgarh		0·54	0·74	0·01	0·06	1·18	1·37
		2' 6" Gauge.							
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		6·73	5·88	0·01	0·01	0·97	0·93
8	(o)	Jacobabad-Kashmor				Included with the			
8	(p)	Kalka-Simla		25·52	—96·43	0·02	0·06	5·36	8·23
8	(q) and (r)	Kohat-Thal and Nowshera-Durgai		7·59	30·85	0·06	0 07	3·85	3·71
10	(k)	Morappur-Hosur		0·25	1·14	0·05	0·05	1·05	1·20
1	(g)	Purulia-Ranchi		1·83	1·31	0·03	0 08	0·92	0·85
1	(h)	Raipur-Dhamtari		3·06	2·79	...	...	0·89	1·20
10	(l)	Tirupattur-Krishnagiri		...	6·41	0·03	0·01	1·28	1·32
8	(s)	Trans Indus (Kalabagh Bannu)		12·27	21·72	0·06	0·05	2·77	2·26
		2' 0" Gauge.							
21	(f)	Pipar-Bilara Light		6·67	4·01	...	...	0·81	0·58

DIX 12—*continued.*

during each half of the financial year 1915-16.

prepare these statistics.]

149-A. *b.*		150 *b*		151 *b.*		152 *a.*		153 *a.*		154 *a.*		155 *a.*		Number.
WAGON EXPENSES—*concld.*						TABLE D.—TRAFFIC EXPENSES.								
VEHICLE-MILES RUN BY HOME VEHICLES—*concld.*						PER TOTAL TRAIN-MILE.								
Electricity and repairs and renewals of electric plant.		Other charges (net).		Total Carriage and Wagon expenses.		General Superintendence (including office expenses).		Station staff.		Train staff.		Fuel, lighting, water and general stores.		Main-head.
Rs.		Rs.		Rs.		Annas.		Annas.		Annas.		Annas.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
...	...	0·06	—*0·08*	6·93	6·43	0·89	0·89	2·49	2·48	0·95	0·92	0·52	0·54	1
...	...	0·09	0·15	9·96	7·66	0·76	0·64	3·62	3·27	0·72	0·70	0·77	0·76	2
...	...	0·08	0·03	7·31	7·81	1·37	1·59	6·60	6·64	1·41	1·36	1·59	1·48	3
...	...	0·92	*—0·04*	6·66	4·02	0·86	0 81	2·81	2·73	1·21	1·20	0·79	0·80	4
...	...	0·11	0·13	12·39	10·05	0·65	0·59	2·59	2·35	1·34	1·23	0·78	0·96	5
...	...	0·08	0·11	11·56	12·02	0·66	0·65	2·52	2·36	0·89	0·83	0·57	0·49	6
...	...	0·01	0·01	11·13	9·04	0·90	0·77	2·00	1·84	1·06	0·95	0·48	0·48	7
...	...	0·50	0·10	9·54	7·21	0·89	0·86	3·80	3 63	1·10	0 99	0·97	1·05	8
...	...	0·10	0·16	10·40	6 94	1·13	1·01	3·38	3 07	1·17	1·06	0·83	0·78	9
...	...	—*1·55*	—*1·07*	16·36	11·12	0·78	0 78	2 08	2·04	0·78	0·81	0·26	0 31	10
...	...	0·04	0·04	*6·93	*6 30	1·16	0 87	3·73	3·54	0·61	0·57	0·77	0·89	12
...	...	0·02	0·01	3·83	3·15	0·54	0·52	1·72	1·62	0·42	0·40	0·42	0·47	13
..	...	...	0·07	5·68	6·48	0·62	0·61	2·30	2 29	0·40	0·41	0·77	0·92	15
...	...	0·03	0·03	6 05	4·54	0·67	0·55	2·57	2·14	0·69	0·57	0·61	0·62	2
...	...	0·19	0·12	9·24	11·42	0·95	1·02	2·65	2·81	0·91	0·98	0·52	0·52	16
...	...	0·13	0·08	10·02	6·83	1·89	1·27	3·26	3·92	0·95	0·97	0·87	0·77	3
...	...	0·03	0 02	8·49	9 91	0·67	0·51	1·37	1·48	0·40	0·38	0·49	0·48	19
...	...	0·01	0·01	7·06	6 35	1·10	0 92	2·04	1·84	0 95	0·88	0·66	0·55	7
...	...	...	...	6·52	8·29	1·37	1·26	1·69	1·68	0·49	0·50	0·31	0·26	20
...	...	0·01	0·04	4·97	6·00	0·63	0·55	1·30	1·43	0·31	0·32	0·64	0·65	21
...	...	...	0·17	3·31	4·70	0·89	0·88	2·22	2·04	0·50	0·46	0·40	0·36	22
...	...	0·24	0·02	7·75	7·54	0·55	0·56	1·69	1·67	0·61	0·63	0·33	0·33	6
...	...	—*2·33*	—*4·71*	43·15	45·15	1·30	1·16	3·87	4·26	1·70	1·88	0·26	0·41	10
...	...	—*0·02*	...	5 42	6·00	0·93	0·74	2·10	2·09	0·49	0·42	0·60	0·57	26
South	Indian	railway	3′ 3½	gauge.	...	...	...	...	...	...	...	...	...	10
...	...	0·43	0·34	6·34	8 27	0·62	0·59	1·76	1·74	0·62	0·61	0·51	0·65	10
...	...	...	...	8·85	7·59	0·88	1·04	1·43	1·46	0·31	0·31	0·71	0·73	27
...	...	0·03	0·14	6·72	7·09	0·71	0·74	2·12	2·15	0·63	0·64	0·55	0·64	1
North	Western	railway	5′ 6″	gauge.	...	...	...	...	...	...	...	...	...	8
...	...	0·25	0·23	34·23	—*99·53*	1·70	2·18	4·39	5·65	1·24	1·48	0·78	1·28	8
...	...	0·13	1·47	7·80	47·23	0 20	0·18	2·19	2·47	0·60	0·57	0 20	0·21	8
...	...	—*0·09*	—*0·25*	1·81	2·43	0·24	0·20	0·73	0·74	0·31	0·32	0·03	0·05	10
...	...	0·02	0·38	5·62	4·34	0·26	0 29	1·71	1·70	0·28	0 27	0·13	0·21	1
...	...	0 03	0·09	4·57	4·47	0·30	0 25	1·78	2·22	0·94	0·94	0·01	0·02	1
...	...	—*0·23*	0·38	3·56	3·65	0·35	0 31	1·04	1·05	0·49	0·47	0·05	0·08	10
...	...	1·11	4·60	13·88	17·64	0·60	0·45	4·54	3·21	0·57	0·49	0·48	0·30	8
...	...	0·02	...	5·63	3·32	...	...	1·88	1·26	0·26	0·22	0·02	0·01	21

* Includes figures for the Tangi-Narayanganj section of the Eastern Bengal railway.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1.)		Railway system.	Serial number.	156 *a*.		157 *a*.		158 *a*.	
				TABLE D—					
				PER TOTAL TRAIN-MILE					
Main head.	Sub-head.			Clothing. Annas.		Printing, stationery and tickets. Annas.		Charges for delivery and collection of goods, *etc.* Annas.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(*a*)	Bengal-Nagpur		0·09	0·06	0·24	0·13	0·01	0·01
2	(*c*) to (*e*)	Bombay, Baroda and Central India		0·16	0·09	0·33	0·35	...	...
3	(*a*)	Eastern Bengal		0·15	0·09	0·25	0·25	0·01	0·03
4	(*a*) to (*c*)	East Indian		0·09	0·07	0·19	0·19	0·05	0·05
5	(*a*) to (*g*)	Great Indian Peninsula		0·07	0·10	0·24	0·16	0·01	...
6	(*a*) to (*c*)	Madras and Southern Mahratta		0·08	0·08	0·21	0·21	0·02	0·03
7	(*a*) and (*b*)	Nizam's Guaranteed State		0·10	0·08	0·23	0·26	0·02	0·03
8	(*a*) to (*n*)	North Western		0·15	0·05	0·23	0·21	...	0·01
9	(*a*) and (*b*)	Oudh and Rohilkhand		0·17	0·16	0·15	0·32	0·01	0·02
10	(*a*)	South Indian		...	0·12	0·17	0·14	...	...
		3′ 3⅜″ GAUGE.							
12	.....	Assam-Bengal		...	0·10	0·30	0·34	...	...
13	(*a*) and (*b*)	Bengal and North-Western		0·05	0·04	0·27	0·23	...	...
15	(*a*) and (*b*)	Bhavnagar State.		0·05	0·07	0·53	0·56	...	...
2	(*f*) to (*l*)	Bombay, Baroda and Central India		0·08	0·08	0·23	0·21	...	...
16	(*a*) to (*c*)	Burma		0·10	0·18	0·25	0·21	...	0·01
3	(*c*) to (*e*)	Eastern Bengal		0·10	0·06	0·16	0·18	...	...
19	(*a*) to (*c*)	Gondal-Porbandar State		...	0·02	0·46	0·38	0·01	...
7	(*c*) and (*d*)	Hingoli Branch and Hyderabad-Godavari Valley		0·10	0·08	0·23	0·28	...	0·02
20	.....	Jamnagar		0·01	0·08	0·64	0·63	...	...
21	(*a*) to (*e*)	Jodhpur-Bikaner		0·04	...	0·24	0·25	...	...
22	.....	Junagad State		0·01	0·11	0·91	0·73	...	...
6	(*d*) to (*l*)	Madras and Southern Mahratta		0·05	0·06	0·23	6·21	...	...
10	(*c*)	Nilgiri		0·10	0·02	0·27	0·21	...	...
26	(*a*) and (*b*)	Rohilkund and Kumaon		0·03	0·06	0·36	0·31	...	...
10	(*g*)	Shoranur-Cochin		...	...	Included		with	the
10	(*b*), (*d*), to(*f*)and(*h*) to (*j*)	South Indian		...	0·07	0·13	0·31	...	...
27	.....	Udaipur-Chitorgarh		0·08	0·07	0·26	0·30	...	...
		2′ 6″ GAUGE.							
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		0·06	0·05	0·02	0·02	...	...
8	(*o*)	Jacobabad-Kashmor		...		Included		with	the
8	(*p*)	Kalka-Simla		0·49	0·06	0·14	0·22	0·29	0·18
8	(*q*) and (*r*)	Kohat-Thal and Nowshera-Durgai		0·08	0·01	0·04	0·04	...	...
10	(*k*)	Morappur-Hosur		...	...	0·05	0·03	...	...
1	(*g*)	Purulia-Ranchi		...	...	0·01	0·04	...	...
1	(*h*)	Raipur-Dhamtari		...	...	0·04	0·05	...	...
10	(*l*)	Tirupattur-Krishnagiri		...	...	0·08	0·06	...	...
8	(*s*)	Trans-Indus (Kalabagh-Bannu)		0·20	0·03	0·04	0·07	...	...
		2′ 0″ GAUGE.							
21	(*f*)	Pipar-Bilara Light		...	...	0·81	0·21	...	...

DIX 12—*continued.*

during each half of the financial year 1915-16.

prepare these statistics.]

159 *a.*	160 *a.*	161 *a.*	162 *a.*	152 *b.*	153 *b.*	154 *b.*	NUMBER.
TRAFFIC EXPENSES—*contd.*							
—*concld.*				PER CENT OF TRAFFIC EARNINGS. (*Abstracts H. and I. of Revenue Accounts*).			

Miscellaneous expenses. Annas.		Payments to other lines. Annas.		Other charges (net). Annas.		Total traffic expenses. Annas.		General superintendence (including office expenses). Per cent.		Station staff. Per cent.		Train staff. Per cent.		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
0·01	0·01	0·39	0·30	...	—*0·01*	5·59	5 33	1·41	1·23	3·95	3 45	1·51	1·28	1
0·01	...	0·01	0·02	...	...	6·38	5·83	0·88	0·69	4·26	3·54	0·85	0·76	2
0·01	0·02	...	...	0·02	0·02	11·41	11·48	1·96	2·17	9·49	9·04	2·02	1 86	
0·02	0·02	0·07	0·15	0·01	...	6·10	6·02	1·31	1·33	4·25	4·14	1·84	1·81	4
0·01	0 01	0·05	0 04	...	0·01	5·72	5·45	1·07	0·81	4·22	3·20	2·18	1·67	5
0 02	0·01	...	0·01	0·01	0·02	4·98	4 69	0 86	0·86	3·29	3·12	1·17	1·10	6
0·01	0·02	0·34	0·27	0·01	0·03	5·15	4·73	1·24	0·96	2·74	2·81	1·46	1·20	7
...	0·01	0·11	0·05	0·05	0·08	7·30	6·94	1·24	1·27	5·28	5·33	1·53	1·46	8
...	0 02	0·35	0 22	0·01	0·01	7·20	6·57	1·70	1 71	5·10	5·14	1·76	1·77	9
0·01	0·01	0·14	0·12	—*0·38*	—*0·41*	3·84	3·92	1·38	1·28	3·58	3·34	1·35	1·33	10
0·01	...	0·02	...	0·01	0·01	*6·61	*6·82	2·31	1·62	7·42	6·55	1·22	1·06	12
0·03	0·04	0·20	0·13	0·06	0·05	3·71	3·50	1·22	0 98	3·91	3·09	0·97	0·76	13
0·02	0 01	0·40	0·38	0·01	0·01	5·10	5 26	1·27	1·22	4·69	4·32	0·81	0·82	15
0·02	0·01	0·24	0·26	...	...	5·11	4·44	1·16	0·94	4·49	3 69	1·20	0·98	2
0·09	0·08	...	...	0·04	0·06	5·51	5·87	1·61	1·47	4·48	4·05	1·54	1·41	16
0·01	0·02	0·14	0·14	0·04	0 03	6·92	7·36	3·03	2·30	7·18	7·07	2·04	1·75	3
0·04	0·03	0·13	0·20	0·01	0·01	3·58	3·49	1·40	1·02	2·86	2·96	0·83	0·76	19
0·02	0·03	0·24	0·21	...	0·01	5·34	4·82	2·23	1·44	4·13	2·87	1·93	1·37	7
0·01	0 02	0·86	0·83	...	...	5·38	5 26	2·11	1·86	2·61	2·49	0·76	0·74	20
0·01	0 01	0·33	0·29	0·02	0·02	3·52	3·52	1·22	1 00	2·52	2·59	0·61	0·57	21
0·03	0·01	0·35	0·30	0·02	0·01	5·33	5·40	1·73	1·46	4·30	3·40	0·96	0·77	22
0·02	0·02	0·09	0·09	0·02	0·02	3·59	3·59	1·18	1·24	3·60	3·65	1·31	I 38	6
0·01	0·02	...	...	—*0·39*	—*0·75*	7·12	7·21	1·28	1·18	3·80	4·34	1·67	1·91	10
0·02	0 01	0·21	0·26	...	...	4·74	4·46	1·99	1·43	4·51	4·12	1·16	0·83	26
South	Indian	railway	3′ 3½″	gauge.	...	...	..	...	...	...	...	...	...	10
0·01	0·01	0·02	0·06	0·12	0·14	3·79	4·18	1·15	1·16	3·30	3·44	1·16	1·21	10
0·02	0·02	0·22	0·24	...	...	3·91	4·17	2·06	1·96	3·35	2·76	0·74	0·59	27
0·02	0·02	0·25	0·09	0·01	0·01	4·37	4·36	2·06	2·04	6·10	5·92	1·82	1·76	1
North	Western	railway	5′ 6″	gauge	...	...	...	...	...	...	...	...	...	8
0·02	0·06	0·54	0·22	0·02	0·02	9·61	11·35	1·94	2·63	5·01	6·84	1·42	1 79	8
...	...	...	...	0·02	0·02	3·33	3 50	0·75	0·57	8·35	7·76	2·27	1·79	8
...	...	...	...	—*0·07*	—*0·13*	1·29	1·21	1·22	1·18	3·77	4·46	1·63	1·92	10
0·02	0·02	...	...	...	...	2·41	2·53	0·69	0·56	4·46	3·33	0·73	0·53	1
0·03	0·03	...	...	...	...	3·10	3·51	0·69	0·56	4·02	4·95	2·14	2·10	1
...	...	...	...	—*0·12*	—*0·19*	1·99	1·78	1·22	1·15	3·57	3·92	1·67	1·73	10
...	...	...	...	0·05	0·03	6·48	4·58	1·31	1·16	9·89	8·82	1·24	1·27	8
...	...	0·29	0·21	...	...	3·21	1·91	...	...	7·77	5·57	1·12	0·95	21

*Includes figures for the Tangi-Narayangunj section of the Eastern-Bengal railway.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway. (Detailed in "Index" to Appendix 1.)		Railway system.	Serial number.	155 *b*.		156 *b*.		157 *b*.	
				TABLE D—					
				PER CENT OF TRAFFIC					
Main head.	Sub-head.			Fuel, lighting, water and general stores. Per cent.		Clothing. Per cent.		Printing, stationery and tickets. Per cent.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(*a*)	Bengal-Nagpur		0·82	0·76	0·15	0·09	0·39	0·18
2	(*a*) to (*e*)	Bombay, Baroda and Central India.		0·90	0·82	0·19	0·10	0·39	0·38
3	(*a*)	Eastern Bengal		2·30	2·12	0·21	0·12	0·35	0·34
4	(*a*) to (*c*)	East Indian		1·20	1·21	0·14	0·11	0·29	0·29
5	(*a*) to (*g*)	Great Indian Peninsula		1·27	1·31	0·12	0·14	0·39	0·22
6	(*a*) to (*c*)	Madras and Southern Mahratta		0·74	0·65	0·10	0·11	0·28	0·27
7	(*a*) and (*b*)	Nizam's Guaranteed State		0·66	0·61	0·14	0·10	0·31	0·33
8	(*a*) to (*n*)	North Western		1·35	1·54	0·21	0·07	0·32	0·31
9	(*a*) and (*b*)	Oudh and Rohilkhand		1·24	1·30	0·25	0·26	0·22	0·37
10	(*a*)	South Indian		0·45	0·51	...	0·20	0·28	0·23
		3′ 3⅜″ GAUGE.							
12	.....	Assam-Bengal		1·53	1·66	*– 0·01*	0·18	0·60	0·62
13	(*a*) and (*b*)	Bengal and North-Western		0·96	0·89	0·10	0·09	0·61	0·43
15	(*a*) and (*b*)	Bhavnagar State		1·58	1·86	0·09	0·13	1·08	1·12
2	(*f*) to (*l*)	Bombay, Baroda and Central India		1·07	1·08	0·14	0·14	0·41	0·36
16	(*a*) to (*c*)	Burma		0·88	0·75	0·17	0·26	0·42	0·30
3	(*c*) to (*e*)	Eastern Bengal		1·88	1·39	0·22	0·11	0·34	0·32
19	(*a*) to (*c*)	Gondal-Porbandar State		1·04	0·96	...	0·04	0·95	0·76
7	(*c*) and (*d*)	Hingoli Branch and Hyderabad-Godavari Valley		1·33	0·87	0·20	0·13	0·46	0·44
20	.....	Jamnagar		0·49	0·39	0·02	0·13	0·99	0·93
21	(*a*) to (*e*)	Jodhpur-Bikaner		1·25	1·18	0·09	...	0·47	0·46
22	.....	Junagad State		0·78	0·60	0·03	0·19	1·77	1·22
6	(*d*) to (*l*)	Madras and Southern Mahratta		0·71	0·73	0·11	0·14	0·47	0·45
10	(*c*)	Nilgiri		0·26	0·42	0·19	0·02	0·26	0·21
26	(*a*) and (*b*)	Rohilkund and Kumaon		1·29	1·14	0·06	0·12	0·78	0·61
10	(*g*)	Shoranur-Cochin		...	...	...	Included with the		
10	(*b*), (*d*) to (*f*) and (*h*) to (*j*)	South Indian		0·95	1·28	...	0·13	0·25	0·61
27	.....	Udaipur-Chitorgarh		1·66	1·37	0·18	0·12	0·60	0·57
		2′ 6″ GAUGE.							
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		1·60	1·76	0·17	0·14	0·07	0·05
8	(*o*)	Jacobabad-Kashmor		...	...	...	Included with the		
8	(*p*)	Kalka-Simla		0·89	1·55	0·55	0·07	0·16	0·27
8	(*q*) and (*r*)	Kohat Thal and Nowshera-Durgai		0·78	0·66	0·33	0·04	0·15	0·13
10	(*k*)	Morappur-Hosur		0·18	0·31	...	...	0·26	0·21
1	(*g*)	Purulia-Ranchi		0·33	0·42	...	...	0·03	0·07
1	(*h*)	Raipur-Dhamtari		0·01	0·04	...	...	0·09	0·11
10	(*l*)	Tirupattur-Krishnagiri		0·18	0·31	...	...	0·26	0·30
8	(*s*)	Trans-Indus (Kalabagh-Bannu)		1·04	0·78	0·45	0·07	0·09	0·18
		2′ 0″ GAUGE.							
21	(*f*)	Pipar-Bilara Light		0·09	0·06	...	...	3·14	0·94

DIX 12—*continued.*

during each half of the financial year 1915-16.

prepare these statistics.]

158 *b.*	159 *b.*	160 *b.*	161 *b.*	162 *b.*		163 *a.*	
TRAFFIC EXPENSES—*concld.*						TABLE E.—GENERAL CHARGES.	NUMBER.
EARNINGS (*Abstracts H. and I. of Revenue Accounts.*)—*concld.*						PER TOTAL TRAIN-MILE.	

Charges for delivery and collection of goods, etc.		Miscellaneous expenses.		Payments to other lines.		Other charges (net).		Total Traffic expenses.		General superintendence per cent on traffic earnings (including steam-boat).		Home expenditure.		Main head
Per cent.		Per cent.		Per cent.		Per cent.		Per cent.		Per cent.		Annas.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
0·01	0·01	0·01	0·02	0·62	0·41	0·01	—*0·02*	8·88	7·41	1·41	1·23	0·54	0·45	1
...	...	0·01	...	0·01	0·02	...	0·01	7·49	6·32	0·88	0·69	0·42	0·39	2
0·02	0·04	0·02	0·02	...	...	0·03	0·02	16·40	15·63	1·96	2·17	...	0·25	3
0·07	0 07	0·03	0·03	0·10	0·23	...	0·01	9·23	9·13	1·31	1 22	0·34	0 27	4
0·01	...	0·01	0·01	0·03	0·05	0·01	0·01	9·34	7·42	1·07	0·81	0·27	0 26	5
0·03	0·03	0·03	0·02	...	0·01	0·01	0·02	6·51	6·19	0·86	0·86	0·48	0·45	6
0·02	0·03	0·02	0·02	0·47	0·34	0·02	0·04	7·08	5·94	1·24	0·96	0·52	0·52	7
...	...	0·01	...	0·16	0·08	0·06	0·12	10·16	10·18	1·24	1·27	...	0·10	8
0·02	0·04	0·01	0·03	0·53	0·36	0·01	0·01	10·84	10·99	1·70	1·71	0·01	0·05	9
...	...	0·01	0·02	0·25	0·19	—*0·65*	—*0·67*	6·60	6·43	1·33	1·28	0·58	0·58	10
...	...	0·02	0·01	0·03	...	0·03	0·03	*13·15	*11·73	2·31	1·62	1·11	1·10	12
...	...	0·07	0·08	0·46	0·24	0·12	0·10	8·42	6·66	1·22	0·98	0·43	0·42	13
...	...	0·04	0 02	0·81	0·77	0·02	0·02	10·39	10·58	1·27	1·22	0·04	0·03	15
...	...	0·03	0·02	0·42	0·44	0·01	0·01	8·93	7·66	1·16	0·94	0·46	0·39	2
...	0·01	0·14	0·11	...	...	0·07	0·09	9·31	8·45	1·61	1·46	0·75	0·79	16
...	...	0·02	0·02	0·29	0·25	0·07	0·07	15·07	13·28	2·95	2·24	Included	with 5′ 6″	gauge 8
0·01	...	0·08	0·07	0·27	0·40	* 0·03	0·02	7·47	6·99	1·40	1·02	0·01	0·02	19
...	0·03	0·04	0·04	0·48	0·33	0·01	0·02	10·81	7·54	2·23	1·44	0·71	0·69	7
...	...	0·02	0·02	1·33	1·23	...	...	8·33	7·79	2·11	1·86	...	...	20
...	...	0·01	0·02	0·64	0·52	0·04	0·03	6·85	6·37	1·22	1·00	...	...	21
...	...	0·05	0·02	0·67	1·33	0·03	0·02	10·32	9·01	1·73	1·46	...	0·08	22
...	...	0·04	0·04	0·19	0·20	0·04	0·04	7·65	7·87	1·18	1·24	0·47	0·46	6
...	...	0·02	0·02	...	...	—*0·38*	—*0·76*	7·01	7·34	1·28	1·18	0·94	0·86	10
...	...	0·04	0·04	0·46	0·51	...	0·01	10·19	8·81	1·99	1·43	0·85	0·79	26
South Indian	Railway	3′ 3⅜″		gauge.		...	...	...	...	...	...	...	...	10
...	...	0·02	0·02	0·04	0·12	0·24	0·28	7·11	8·25	1·15	1·16	0·51	0·46	10
...	...	0·05	0·04	0·53	0·45	...	...	9·17	7·86	2·06	1·96	...	...	27
...	...	0·06	0·06	0·71	0·25	0·01	0·02	12·60	12·00	2·06	2·04	1·82	1·59	1
North	Western	Railway	5′ 6″	gauge		...	...	...	...	...	...	...	...	8
0·33	0·22	0·02	0·07	0·62	0·27	0·02	0·03	10·96	13·74	1·94	2·63	...	0·02	8
...	...	...	0·01	...	...	0·07	0·05	12·70	11·01	0·75	0·57	...	0·02	8
...	...	0·01	0·01	...	...	—*0·36*	—*0·76*	6·71	7·33	1·22	1·18	0·17	0·15	10
...	...	0·05	0·04	...	...	...	...	6·29	4·94	0·69	0·56	1·47	1·32	1
...	...	0·07	0·07	...	...	...	...	7·02	7·83	0·69	0·56	2·47	2·31	1
...	...	0·01	0·02	...	...	—*0·41*	—*0·69*	6·50	6·64	1·22	1·15	0·26	0·23	10
...	...	...	...	...	...	0·11	0·07	14·13	11·85	1·07	0·99	...	0·03	8
...	...	...	...	1·23	0·95	...	...	13·65	8·47	...	...	...	...	

* Includes figures for the Tangi-Narayanganj section of the Eastern Bengal railway.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	164 *a*.		165 *a*.		166 *a*.	
				TABLE E.—					
				PER TOTAL					
Main head.	Sub-head.			Agent's Office-salaries and expenses. Annas.		Audit, accounts and pay office. Annas.		Stores Department. Annas.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(*a*)	Bengal-Nagpur		0·24	0·22	0·66	0·60	0·19	0·19
2	(*a*) to (*e*)	Bombay, Baroda and Central India		0·22	0·20	0·85	0·76	0·34	0·30
3	(*a*)	Eastern Bengal		0·28	0·29	0·80	0·82	0·38	0·41
4	(*a*) to (*c*)	East Indian		0·12	0·12	0·41	0·38	0·16	0·16
5	(*a*) to (*g*)	Great Indian Peninsula		0·14	0·12	0·60	0·53	0·21	0·20
6	(*a*) to (*c*)	Madras and Southern Mahratta		0·20	0·22	0·70	0·69	0·29	0·28
7	(*a*) and (*b*)	Nizam's Guaranteed State		0·32	0·29	1·18	1·06	0·22	0·20
8	(*a*) to (*n*)	North Western		0·15	0·15	0·62	0·60	0·30	0·29
9	(*a*) and (*b*)	Oudh and Rohilkhand		0·28	0·25	0·97	0·88	0·40	0·37
10	(*a*)	South Indian		0·19	0·17	0·67	0·69	0·18	0·21
		3′ 3⅜″ GAUGE.							
12	(*a*)	Assam-Bengal		0·66	0·80	0·99	1·13	0·33	0·34
13	(*a*) and (*b*)	Bengal and North-Western		0·16	0·15	0·60	0·58	0·12	0·10
15	(*a*) and (*b*)	Bhavnagar State		0·22	0·30	0·94	0·97	0·18	0·18
2	(*f*) to (*l*)	Bombay, Baroda and Central India		0·15	0·12	0·57	0·48	0·19	0·16
16	(*a*) to (*c*)	Burma		0·33	0·37	0·80	0·84	0·25	0·26
3	(*c*) to (*e*)	Eastern Bengal		Included with 5″ 6″ gauge.					
19	(*a*) to (*c*)	Gondal-Porbandar State		0·32	0·28	0·84	0·73	0·13	0·19
7	(*c*) and (*d*)	Hingoli Branch and Hyderabad-Godavari Valley		0·43	0·39	1·61	1·40	0·30	0·26
20	...	Jamnagar		0·99	0·91	1·92	1·86	0·26	0·24
21	(*a*) to (*e*)	Jodhpur-Bikaner		0·21	0·20	0·58	0·52	0·17	0·17
22	...	Junagad State		0·82	0·79	1·06	1·04	0·45	0·41
6	(*d*) to (*l*)	Madras and Southern Mahratta		0·13	0·14	0·46	0·45	0·16	0·16
10	(*c*)	Nilgiri		0·31	0·26	1·01	1·03	0·33	0·31
26	(*a*) and (*b*)	Rohilkund and Kumaon		0·34	0·34	1·01	1·03	0·15	0·16
10	(*g*)	Shoranur-Cochin		...	...	Included with the South			
10	(*b*), (*d*) to (*f*) and (*k*) to (*j*)	South Indian		0·16	0·14	0·59	0·58	0·21	0·18
27	...	Udaipur-Chitorgarh		0·91	0·97	0·72	0·83	0·07	0·08
		2′ 6″ GAUGE.							
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur. Chhindwara Extensions.		0·12	0·11	0·40	0·37	0·10	0·10
8	(*o*)	Jacobabad-Kashmor		Included with the North.					
8	(*p*)	Kalka-Simla		0·77	0·96	0·10	0·15	0·32	0·35
8	(*q*) and (*r*)	Kohat-Thal and Nowshera-Durgai		0·03	0·03	0·11	0·12	0·05	0·05
10	(*k*)	Morrappur-Hosur		0·06	0·04	0·19	0·18	0·06	0·08
1	(*g*)	Purulia-Ranchi		0·13	0·14	0·42	0·44	0·11	0·14
1	(*h*)	Raipur-Dhamtari		0·15	0·12	0·58	0·51	0·13	0·12
10	(*l*)	Tirupattur-Krishnagiri		0·09	0·07	0·28	0·27	0·10	0·09
8	(*s*)	Trans-Indus (Kalabagh-Bannu)		0·05	0·05	0·20	0·20	0·09	0·09
		2′ 0″ GAUGE.							
21	(*f*)	Pipar-Bilara Light		...	...	0·21	0·16	...	...

DIX 12—*continued.*

during each half of the financial year 1915-16.

prepare these statistics.]

167 *a.*	168 *a.*	168-A *a.*	169 *a.*	170 *a.*	171 *a.*	172 *a.*	Number.

GENERAL CHARGES—*contd.*

TRAIN-MILE—*contd.*

Medical Department. Annas.		Rents and miscellaneous. Annas.		Electricity and repairs and renewals of electric plant. Annas.		Police. Annas.		Advertising. Annas.		Electric telegraph. Annas.		Other charges (net). Annas.		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
0·21	0·21	0·24	0·26	...	...	0·21	0·31	0·02	0·03	0·82	0·83	0·01	0·01	1
0·16	0·14	0·25	0 15	...	...	0·49	0·47	0·01	...	0·72	0·65	0·01	0·01	2
0·20	0·23	0·31	0·66	...	...	0·17	0·20	...	0·02	0·68	0·92	0·14	0·12	3
0·14	0·14	0·22	0·20	...	...	0·28	0·29	0·01	0·01	0·61	0·58	0·03	0·01	4
0 12	0·10	0·14	0·13	...	...	0·22	0·21	0·01	...	0·79	0·62	0 02	0·02	5
0·17	0·15	0·17	0 21	...	...	0·48	0·45	0 01	0·01	0·68	0·66	0·01	0·03	6
0·22	0·21	0·29	0·24	...	...	0·61	0·60	...	0·01	0·77	0·73	*—0·04*	—0·06	7
0·15	0·15	0·30	0 33	...	..	0·21	0·21	0·02	0·02	0·77	0·77	0·12	0 32	8
0·16	0·14	0·25	0·21	...	...	0·18	0·17	0 03	0·02	0·86	0·82	0·12	0·24	9
0·20	0·21	0·02	0·02	...	...	0·46	0·44	...	...	0·63	0·64	*—0·25*	—0·27	10
0·40	0·27	0·27	0·28	...	...	0·49	0·52	0·01	0·01	0·86	0·86	0·72	0·60	12
0·10	0·10	0·10	0·09	...	...	*—0·02*	0·16	...	...	0·58	0·55	0·02	0·02	13
0·17	0·20	0·37	0·29	...	...	0·52	1·14	...	0·02	0·78	0·77	0·03	0·02	15
0·20	0·15	0·12	0·08	...	...	0·51	0·33	...	...	0·72	0·58	...	...	2
0·39	0·43	0·23	0·20	...	...	0·44	0·80	0·01	0·02	0·85	0·93	...	0·02	16
...	...	...	Included with		5′ 6″ gauge.	...	...	...	...	...	...	...	...	3
0·11	0·12	0·43	0·30	...	...	0·42	0·63	0·01	0·01	0·64	0·67	0·01	0·05	19
0·33	0·29	0·36	0·29	...	...	0·69	0·68	...	0·01	0·91	0·77	*—0·06*	—0·08	7
0·02	0·01	0·53	0 41	...	...	0·19	0·60	...	...	0·45	0·45	0·06	0·07	20
0·07	0·07	0·20	0·14	...	...	0·18	0·18	...	...	0·68	0·80	0·02	0·07	21
0·10	0·10	0·50	0·50	...	...	0·07	1·57	...	0·03	0·77	0·24	0·03	0·03	22
0·13	0·13	0·09	0·11	...	...	0·35	0·36	0·01	0·01	0·74	0·85	0·01	...	6
0·51	0·51	0·04	0·01	...	...	0·73	0·70	...	...	0·92	0·98	*—0·24*	—0·43	10
0·14	0·14	0·27	0·24	...	...	0·31	0·31	0·01	0·01	0·69	0·59	0·01	0·01	26
	Indian	Railway	3′ 3⅜″	gauge.	...	...	...	...	...	...	...	...	...	10
0·11	0 10	0·13	0·19	...	...	0·36	0·34	0·01	...	0·52	0·53	0·12	0·12	10
0·13	0·16	0·14	0·05	...	...	...	...	...	...	0·48	0·46	0·04	0·06	427
0·24	0·25	0·01	0·08	...	...	0·22	0·29	...	...	1·08	1·02	...	...	1
	Western	Railway,		5′ 6″	gauge.	...	...	...	...	...	...	...	...	
0·21	0·28	0·33	0·41	...	...	0·39	0·50	0·06	0·03	0·75	0·95	0·02	0·13	8
0·17	0·28	0·05	0·06	...	...	0·64	0·60	...	0·01	0·68	0·70	0·02	0·06	8
0·14	0·15	...	...	...	...	0·21	0·19	...	...	0·22	0·21	*—0·05*	—0·09	10
0·23	0·24	...	0·04	...	...	0·05	0·04	...	...	0·64	0·76	...	...	1
0·15	0·12	0·02	0·02	...	...	0·05	0 05	...	...	0·80	0·47	...	...	1
0·05	0·04	...	...	...	...	0·31	0·28	...	...	0·30	0·31	*—0·08*	—0·12	10
0·37	0·25	0·23	0·13	...	...	1·19	0·87	...	0·01	1·43	1·08	0·04	0·10	8
0 10	0·03	...	...	...	...	...	...	...	...	...	...	...	...	21

APPEN

Analysis of working of each railway system

[Note—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	173 *a*.		163 *b*.		164 *b*.	
				TABLE E.—					
Main head.	Sub-head.			PER TOTAL TRAIN-MILE— *concld.*		PER CENT ON			
				Total General charges.		Home expenditure.		Agent's office—salaries and expenses.	
				Annas.		Per cent.		Per cent.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(*a*)	Bengal-Nagpur		3·14	3·11	0·83	0·61	0·37	0·29
2	(*a*) to (*e*)	Bombay, Baroda and Central India		3·47	3·07	0·48	0·41	0·25	0·21
3	(*a*)	Eastern Bengal		2·96	3·92	...	0·36	0·46	0·43
4	(*a*) to (*c*)	East Indian		2·32	2·16	0·50	0·41	0·18	0·17
5	(*a*) to (*g*)	Great Indian Peninsula		2·52	2·19	0·44	0·34	0·23	0·16
6	(*a*) to (*e*)	Madras and Southern Mahratta		3·19	3·15	0·62	0·59	0·25	0·28
7	(*a*) and (*b*)	Nizam's Guaranteed State		4·09	3·80	0·66	0·61	0·40	0·34
8	(*a*) to (*n*)	North Western		2·64	2·94	...	0·15	0·21	0·22
9	(*a*) and (*b*)	Oudh and Rohilkhand		3·26	3·15	0·02	0·07	0 40	0·39
10	(*a*)	South Indian		2·68	2·69	0·92	0·88	0·30	0·26
		3′ 3⅜″ GAUGE.							
12	(*a*)	Assam-Bengal		*5·84	*5·91	2·02	1·96	1·21	1·42
13	(*a*) and (*b*)	Bengal and North-Western		2·09	2·17	0·90	0·80	0·34	0·29
15	(*a*) and (*b*)	Bhavnagar State		3·25	3·92	0·08	0·06	0·43	0·58
2	(*f*) to (*l*)	Bombay, Baroda and Central India		2·92	2·29	0·79	0·66	0·26	0·21
16	(*a*) to (*c*)	Burma		4·05	4·66	1·24	1·10	0·55	0·52
3	(*c*) to (*e*)	Eastern Bengal		Included with		5′ 6″	gauge	...	...
19	(*a*) to (*c*)	Gondal-Porbandar State		2·92	3·00	0·02	0·05	0·63	0·55
7	(*c*) and (*d*)	Hingoli Branch and Hyderabad-Godavari Valley		5·28	4·70	1·39	1·05	0·84	0 59
20	((*a*)	Jamnagar		4·42	4·55	...	...	1·48	1·31
21	(*a*) to (*e*)	Jodhpur-Bikaner		2·11	2·15	...	...	0·39	0·35
22	...	Junagad State		3·80	4·79	...	0·13	1·53	1·29
6	(*d*) to (*l*)	Madras and Southern Mahratta		2·55	2·67	0·97	0·98	0·28	0·30
10	(*c*)	Nilgiri		4·55	4·23	0·93	0·87	0·30	0·26
26	(*a*) and (*b*)	Rohilkund and Kumaon		3·78	3·63	1·70	1·40	0·69	0·61
10	(*g*)	Shoranur-Cochin		...	...	...	Inc	luded	with the
10	(*b*), (*d*) to (*f*) and (*h*) to (*j*)	South Indian		2·72	2·64	0·92	0·88	0·30	0·26
27	(*a*)	Udaipur-Chitorgarh		2·49	2·61	...	...	2·08	1·79
		2′ 6″ GAUGE.							
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		3·99	3·81	5·16	4·34	0·33	0·29
8	(*o*)	Jacobabad-Kashmor		...	...	...	Included	with th	e North
8	(*p*)	Kalka-Simla		3·00	3·78	...	0·02	0·87	1·15
8	(*q*) and (*r*)	Kohat-Thal and Nowshera-Durgai		1·75	1·93	...	0·06	0·10	0·09
10	(*k*)	Morappur-Hosur		1·00	0·91	0·91	0·88	0·30	0·26
1	(*g*)	Purulia-Ranchi		3·05	3·12	3·81	2·57	0·35	0·28
1	(*h*)	Raipur-Dhamtari		4·35	3·72	5·58	5·14	0·35	0·27
10	(*i*)	Tirupattur-Krishnagiri		1·31	1·17	0·91	0·84	0·30	0·25
8	(*s*)	Trans Indus (Kalabagh-Bannu)		3·60	2·81	...	0·07	0·09	0·11
		2′ 0″ GAUGE.							
21	(*f*)	Pipar-Bilara Light		0·31	0·19	...	...	...	...

* Includes figures for the Tangi-Narayanganj section of the Eastern Bengal railway.

DIX 12—*continued.*

during each half of the financial year 1915-16.

prepare these statistics.]

165 *b.*		166 *b.*		167 *b.*		168 *b.*		168 A *b.*		169 *b.*		170 *b.*		Number.
GENERAL CHARGES—*contd.*														
TOTAL EARNINGS.														
Audit, accounts and pay office. Per cent.		Stores Department. Per cent.		Medical Department. Per cent.		Rents and miscellaneous. Per cent.		Electricity and repairs and renewals of electric plant. Per cent.		Police. Per cent.		Advertising. Per cent.		Main head.
1st half	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
1·01	0 80	0·30	0·26	0·32	0·28	0·37	0·34	...	...	0·33	0·41	0·04	0·04	1
0·98	0·80	0·39	0·32	0·18	0·15	0·29	0·16	...	...	0·56	0·50	0·01	0·01	2
1·32	1·21	0·63	0·60	0·33	0·33	0·51	1·01	...	...	0·28	0·30	0·01	0·03	3
0·60	0·56	0·24	0 23	0·21	0·21	0·33	0·30	...	...	0·41	0·44	0·01	0·01	4
0·97	0·72	0·34	0 26	0·19	0·14	0·23	0·17	...	...	0·36	0·29	...	...	5
0·90	0·89	0·37	0·36	0·22	0·20	0·22	0·28	...	...	0·61	0·58	0·01	0·01	6
1·49	1·23	0·27	0·23	0·27	0 24	0·37	0·28	...	...	0·76	0·70	...	0·01	7
0·85	0·86	0·41	0·41	0·21	0·22	0·42	0·48	...	...	0·28	0·30	0·03	0 03	8
1·37	1·35	0·56	0·58	0·22	0·21	0·35	0·33	...	...	0·26	0·26	0·03	0·03	9
1·05	1·04	0·29	0·33	0·32	0·31	0·04	0·04	...	...	0·71	0·67	...	...	10
1·81	2·01	0·59	0·60	0·73	0·47	0·48	0·51	...	...	0·90	0·92	0·02	0·01	12
1·26	1·11	0·26	0·19	0·21	0·18	0·21	0·17	...	...	—0·04	0·31	0·01	0·01	13
1·87	1·86	0·36	0·36	0·35	0 38	0·73	0·55	...	...	1·02	2·18	0·01	0·03	15
0·98	0·80	0·32	0·27	0·34	0·25	0·20	0·14	...	...	0·86	0·55	0·01	0·01	2
1·32	1·18	0·40	0·36	0·63	0·59	0·39	0·28	...	...	0·73	1·11	0·02	0·02	16
...	...	...	Included with 5′ 6″ gauge.			...	...	...	...	...	...	...	...	3
1·69	1·42	0·25	0·36	0·22	0·20	0·36	0·58	...	...	0·84	1·21	0·01	0·03	19
3·14	2·14	0·58	0·39	0·65	0·45	0·71	0·45	...	...	1·35	1·03	0·01	0·02	7
2·87	2·69	0·39	0·36	0·02	0·02	0·79	0·59	...	...	0·29	0·83	...	...	20
1·10	0·92	0·33	0·30	0·12	0·12	0 39	0·26	...	...	0·34	0·32	...	...	21
1·96	1·69	0·34	0·67	0·19	0·15	0·92	0·83	...	...	0·18	2·55	...	0·04	22
0·98	0·97	0·34	0·35	0·28	0·28	0·20	0·24	...	...	0·74	0·78	0·01	0·01	6
0·99	1·05	0·32	0·32	0·49	0·52	0·04	0·01	...	...	0·71	0·70	...	...	10
2·01	1·83	0·29	0·28	0·28	0·26	0·54	0·42	...	...	0·63	0·56	0·03	0·01	26
South	Indian	Railway	3′ 3⅜″	...	...	...	...	...	...	...	...	...	...	10
1·08	1·10	0·37	0·35	0·21	0·20	0·23	0·38	...	...	0·66	0·64	0·01	...	1
1·64	1·52	0·17	0·13	0·31	0·30	0·32	0·10	...	...	...	...	...	...	2
1·14	1·01	0·28	0·27	0·68	0·69	0·02	0·23	...	...	0·64	0·78	...	...	
Western	railway	5′ 6″ gauge.		...	...	...	...	...	...	...	...	...	...	
0·12	0·17	0·36	0·41	0·24	0·34	0·42	0·49	...	...	0·43	0·59	0·06	0·04	
0·41	0·36	0·19	0·17	0·64	0·89	0·18	0·18	...	...	2·42	1·88	...	0·01	
0·97	1·06	0·32	0·48	0·74	0 93	...	0·01	...	...	1·07	1·14	...	...	
1·09	0 85	0 29	0·26	0·59	0·46	0·01	0·09	...	...	0·12	0·08	...	...	
1·30	1·13	0·29	0·26	0·35	0·28	0·05	0 03	...	...	0·11	0·12	...	...	
0·97	1·02	0·34	0·35	0·16	0·16	...	0·01	...	...	1·06	1·04	...	...	
0·35	0·43	0·17	0·20	0·65	0·53	0·40	0·29	...	...	2·12	1·89	...	0·01	
0·90	0·69	...	...	0·40	0·13	...	...	...	...	...	...	...	...	

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do no

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	171 *b*.		172 *b*.		173 *b*.	
				TABLE E.—GENERAL CHARGES—*concld.*					
				PER CENT ON TOTAL EARNINGS—*concld.*					
Main head.	Sub-head.			Electric telegraph. Per cent.		Other charges (net). Per cent.		Total General charges. Per cent.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.							
1	(*a*)	Bengal-Nagpur		1·26	1·12	0·02	0·01	4·85	4·16
2	(*a*) to (*e*)	Bombay, Baroda and Central India		0·83	0·68	0·02	0·01	3·99	3·25
3	(*a*)	Eastern Bengal		1·12	1·36	0·21	0·18	4·87	5 31
4	(*a*) to (*c*)	East Indian		0·90	0·85	0·04	0·02	3·42	3·20
5	(*a*) to (*g*)	Great Indian Peninsula		1·27	0·84	0·03	0·03	4·07	2·95
6	(*a*) to (*c*)	Madras and Southern Mahratta		0·87	0·85	0·02	0·04	4·09	4·08
7	(*a*) and (*b*)	Nizam's Guaranteed State		0·97	0·85	*—0·04*	*—0·07*	5·15	4·42
8	(*a*) to (*n*)	North Western		1·06	1·11	0·16	0·46	3·63	4·24
9	(*a*) and (*b*)	Oudh and Rohilkhand		1·21	1.25	0·17	0 37	4·59	4·34
10	(*a*)	South Indian		0·99	0·94	*—0·40*	*—0·41*	4·22	4·06
		3′ 3½″ GAUGE.							
12	(*a*)	Assam-Bengal		1·59	1·53	1·31	1·06	*10·66	*10·49
13	(*a*) and (*b*)	Bengal and North-Western		1·22	1·03	0·02	0·02	4·39	4·11
15	(*a*) and (*b*)	Bhavnagar State		1·55	1·47	0·06	0·04	6·46	7·51
2	(*f*) to (*l*)	Bombay, Baroda and Central India		1·22	0 98	...	...	4·98	3·87
16	(*a*) to (*c*)	Burma		1·40	1·30	...	0·03	6·68	6·49
3	(*c*) to (*e*)	Eastern Bengal		Included with 5′ 6″ gauge.		0·03	0 11	5·83	5·82
19	(*a*) to (*c*)	Gondal-Porbandar State		1·28	1·31				
7	(*c*) and (*d*)	Hingoli Branch and Hyderabad-Godavari Valley		1·78	1·17	*—0·11*	*—0·12*	10·34	7·17
20	...	Jamnagar		0·68	0·65	0·09	0·10	6·61	6·55
21	(*a*) to (*e*)	Jodhpur-Bikaner		1·30	1·42	0·05	0·14	4 02	3 83
22	...	Junagad State		1·43	0·40	0·04	0·04	7·04	7·79
6	(*d*) to (*l*)	Madras and Southern Mahratta		1·55	1·83	0·02	0·02	5·35	5·76
10	(*c*)	Nilgiri		0·89	0·99	*—0·23*	*—0·44*	4·44	4·28
26	(*a*) and (*b*)	Rohilkund and Kumaon		1·37	1·05	0·03	0·02	7·57	6·44
10	(*g*)	Shoranur-Cochin		...	...	...	Included with	4·97	the
10	(*b*), (*d*) to (*f*) and (*h*) to (*j*)	South Indian		0·96	1·01	0·23	0·23	5·72	5·05
27	(*a*)	Udaipur-Chitorgarh		1·09	0·86	...	0·19		4·80
		2′ 6″ GAUGE.							
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions		3·06	2·79	...	...	11·31	10·40
8	(*o*)	Jacobabad-Kashmor		...	...	...	...	I	ncluded
8	(*p*)	Kalka-Simla		0·85	1 13	0·03	0·16	3·38	4.50
8	(*q*) and (*r*)	Kohat-Thal and Nowshera-Durgai		2·57	2·18	0·08	0 18	6·59	6 00
10	(*k*)	Morappur-Hosur		1·10	1·26	*—0·26*	*—0·56*	5·15	5·46
1	(*g*)	Purulia-Ranchi		1·66	1·49	...	...	7·92	6·08
1	(*h*)	Raipur-Dhamtari		1·81	1·04	...	...	9·84	8·27
10	(*l*)	Tirupattur-Krishnagiri		1·02	1·11	*—0·28*	*—0·44*	4·48	4·34
8	(*s*)	Trans Indus (Kalabagh-Bannu)		2·54	2·36	0·06	0·22	6.38	6·11
		2′ 0″ GAUGE.							
21	(*f*)	Pipar-Bihar Light		...	...	...	...	1·30	0·82

*Includes figures for the Fangi-Narayanganj section of the Eastern Bengal railway.

DIX 12—*continued.*

during each half of the financial year 1915-16.

prepare these statistics.]

174		175		176		177		178		179		180		Number.
TABLE G.—SPECIAL AND MISCELLANEOUS EXPENSES.												FROM APPENDIX I OF THE ANALYSIS OF WORKING OF EACH RAILWAY.		
PER CENT ON GROSS EARNINGS.														
Law charges.		Compensation.		Rates and taxes.		Payments to other lines.		Other charges (net).		Total special and miscellaneous expenses.		Average number of locomotives on the line.		Main head.
Per cent.		Per cent.		Per cent.		Per cent.		Per cent.		Per cent.		No.		
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
0·02	0·01	0·13	0·07	0·17	0·14	1·35	1·50	2·41	2·58	4·08	4·30	495	500	1
0·08	0 02	0·34	0·21	0·42	0·34	0·86	1·49	1·44	1·42	3·14	3·48	357	363	2
0·04	0·02	0·56	0·61	0·33	0·45	1·82	0·07	1·64	1·40	4·39	2·55	302	292	3
0·14	0·04	0·46	0·36	0·21	0·20	—0·42	0 27	1·47	1·36 1·44	1·86	2 23	1,258	1,258	4
0.01	0 03	0·18	0·12	0·25	0·19	2·26	2·89	2·31	1·39	5·01	4·67	1,201	1,229	5
0·01	0·08	0·12	0·16	0·21	0 31	1·62	2·00	1·77		3·73	3·94	252	258	6
0·06	0·02	0·14	0 02	0·01	1·15	0·63	0·50	3·36	3 66	4·20	5·35	69	71	7
0·01	...	0·30	0·18	0·14	0·17	0·58	0·40	1·60	1·40	2·63	2·15	1,378	1,379	8
0·01	0·01	0·16	0 29	0·04	0·05	0·46	0·25	1·30	1·51	2·47	2·11	277	280	9
...	...	0·02	0·01	0·09	0·13	0·68	1·32	1·40	1 25	2·19	2·71	126	131	10
0·14	0·16	0·12	0·19	—0·01	0·13	...	1·16	6·78	2·15	*7·03	*3·79	108	106	12
...	0·02	0·21	0·10	0·04	0·05	0·93	0 47	0·62	0·48	1·80	1·12	326	317	13
0·15	...	1·09	0·07	...	...	2·48	1·52	1·15	1·40	4·87	2·99	19	20	15
0·03	0·01	0·33	0·21	0·03	0·06	0·05	0·04	1·55	1·40	1·99	1·72	497	506	2
0·01	0·03	0·07	0·04	0·56	1·08	0·24	0·45	1·67	1·73	2·55	3·33	328	332	16
...	Included	with	5′ 6″	gauge.	...	...	...	...	...	...	...	256	250	3
...	0·01	0·15	0·09	0·01	...	3·25	4·42	0·83	0·79	4·24	5·31	17	17	19
0·03	...	0·07	0·02	0·08	2·00	0·22	0·15	1·80	1·29	2·15	3·46	69	70	7
...	...	0·03	...	...	...	1·70	1·38	2·30	2 27	4·03	3·65	3	3	20
0·01	0·01	0·16	0·18	...	...	3·93	3·15	0·40	0·71	4·50	4·05	98	104	21
0·05	0·06	0·04	0 73	...	...	1·39	1·94	0·92	0·87	2·40	3·60	11	13	22
0·01	...	0·20	0·19	0·06	0·09	—0·20	—0·27	1·66	1·57	1·73	1·58	306	306	6
...	...	...	...	0·26	1·43	...	...	1·38	1·40	1·64	2 83	16	15	16
0·06	...	0·38	0·04	0·01	0·02	...	...	1·84	0·67	2 29	0·73	64	63	26
South	Indian	Railway,	3′ 3⅜″	gauge.	...	...	...	...	...	...	...	11	11	10
0·01	0·01	0·14	0·11	0·14	0·54	0·44	0·50	2·67	3·71	3·40	4·87	287	289	10
....	...	0·17	0·06	...	...	1·26	1·13	0·94	0·86	2·37	2·05	4	4	27
...	0·02	0·15	0·11	0·12	0·13	0·25	0·19	1·30	1·54	1·82	1·99	73	81	1
with	the	North	Western	Railway,		5′ 6″	gauge	...	...	...	...	4	4	9
...	...	0·22	—0·08	0·79	0·17	...	0·01	0·34	0·39	1·35	0·49	24	24	8
...	...	0·16	0·09	...	...	...	...	1·00	1·03	1·16	1·12	18	19	8
0·04	...	...	...	0·07	0·13	...	...	1·13	0·25	1·24	0·38	6	6	10
...	...	0·14	0·09	0·14	0·10	...	...	0·59	0·51	0·87	0·70	15	15	1
...	...	0·15	0·09	...	...	...	...	0·69	0·74	0·84	0·83	5	5	1
...	...	...	...	0·10	0·10	...	...	10·99	0·41	1·09	0·51	3	8	10
0·01	...	0·23	0·08	...	...	...	...	0·83	0·81	1·07	0·89	15	17	8
...	...	—0·06	—0·03	...	...	0·14	0·11	0·13	0·19	0·21	0·27	2	2	21

*Includes figures for the Tangi-Narayanganj section of the Eastern Bengal railway.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Serial number.	181		182		183	
				FROM APPENDIX I					
Main head.	Sub-head.			Average miles run per locomotive *per diem*. Miles.		Actual weight of fuel (in terms Coaching. lbs.		Goods lbs.	
				1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ Gauge.							
1	(a)	Bengal-Nagpur		63·90	66·36	63·54	64·13	76·42	76·33
2	(a) to (e)	Bombay, Baroda and Central India		59·88	66·15	62·28	61·73	74·12	75·97
3	(a)	Eastern Bengal		63·60	63·46	65·48	63·93	80·49	75·61
4	(a) to (c)	East Indian		71·64	76·67	...	...	56·30	59·01
5	(a) to (g)	Great Indian Peninsula		55·80	62·35	61·94	64·64	94·46	97·09
6	(a) to (c)	Madras and Southern Mahratta.		67·63	68·65	...	...	76·13	77·32
7	(a) and (b)	Nizam's Guaranteed State		59·37	66·10	52·32	53·12	70·24	70·54
8	(a) to (n)	North Western		50·22	51·02	...	...	65·10	68·98
9	(a) and (b)	Oudh and Rohilkhand		60·79	66·93	...	...	67·01	67·18
10	(a)	South Indian.		50·09	49·87	46·26	47·75	68·13	65·64
		3′ 3¾″ Gauge.							
12	(a)	Assam-Bengal		70·03	71·63	...	...	47·46	46·06
13	(a) and (b)	Bengal and North-Western		61·09	67·61	...	...	42·34	45·18
15	(a) and (b)	Bhavnagar State		84·43	80·31	...	...	30·80	31·31
2	(f) to (l)	Bombay, Baroda and Central India.		52·15	62·44	...	...	42·63	46·12
16	(a) to (c)	Burma		42·56	42·70	41·19	41·86	58·56	58·21
3	(c) to (e)	Eastern Bengal		59·41	60·69	47·36	41·46	65·91	59·04
19	(a) to (c)	Gondal-Porbandar State		81·04	91·01	...	...	34·78	38·37
7	(c) and (d)	Hingoli Branch and Hyderabad-Godavari Valley		52·91	59·11	44·47	42·09	52·67	56·14
[20		Jamnagar		80·90	85·45	...	...	37·60	36·82
*21	(a) to (e)	Jodhpur-Bikaner		69·65	72·94	...	...	53·45	54·16
22		Junagad State		52·90	50·22	...	...	35·92	34·79
6	(d) to (l)	Madras and Southern Mahratta		71·08	69·91	...	...	51·48	51·78
10	(c)	Nilgiri		22·48	21·58	118·34	111·45	131·15	140·18
26	(a) and (b)	Rohilkund and Kumaon		61·66	60·51	...	...	38·44	43·56
10	(f)	Shoranur-Cochin		61·42	67·93	36·30	35·04	39·68	42·12
10	(b), (d) to (f) and (h) to (j)	South Indian		71·33	71·33	38·75	38·74	59·10	44·45
27	(a)	Udaipur-Chitorgarh		75·34	78·41	...	...	...	...
		2′ 6″ Gauge.							
1	(b), (c) and (e)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		42·71	39·26	...	...	69·37	75·37
8	(o)	Jacobadad-Kashmor		43·83	47·73	...	...	23·34	24·55
8	(p)	Kalka-Simla		37·89	33·52	...	...	48·60	47·48
8	(q) and (r)	Kohat-Thal and Nowshera-Durgai		50·32	48·33	...	...	27·16	31·70
10	(k)	Morappur-Hosur		62·11	63·73	...	...	...	26·21
1	(g)	Purulia-Ranchi		49·58	49·49	...	...	48·57	48·92
1	(h)	Raipur-Dhamtari		39·72	38·94	...	...	52·64	42·87
10	(l)	Tirupattur-Krishnagiri		34·67	36·51	...	...	...	27·15
8	(s)	Trans Indus (Kalabagh-Bannu)		23·07	25·29	...	...	53·34	50·17
		2′ 0″ Gauge.							
21	(f)	Pipar-Bilara Light		27·12	36·88	...	...	37·37	35·55

DIX 12—*continued.*

during each half of the financial year 1915-16.

prepare these statistics.]

184	185	186	187	188	189	190	

OF THE ANALYSIS OF WORKING OF EACH RAILWAY—*concld.*

of coal) per engine mile.		Average gross weight of trains—						Average through speed of trains—						Number
Mixed.		Coaching.		Goods.		Mixed.		Coaching.		Goods.		Mixed.		
lbs.		Tons.		Tons.		Tons.		Miles per hour.		Miles per hour.		Miles per hour.		Main head.
1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	1st half.	2nd half.	
...	...	248·59	266·92	586·94	612·36	305·51	412·80	30·00	30·00	10·00	10·00	20·60	20·00	1
80·43	90·98	232·41	224·50	633·92	633·87	281·75	296·46	22·96	22·95	7·95	7·95	15·32	15·28	2
69·48	65·26	281·42	222·33	709·95	667·13	188·64	162·84	18·73	19·45	11·98	12·47	12·25	8·79	3
...	...	272·33	283·51	622·49	644·72	331·60	310·13	26·00	26·38	16·20	16·38	18·50	19·20	4
83·77	82·74	224·35	232·86	456·59	495·31	...	...	23·50	23·44	10·34	10·18	14·79	14·87	5
...	...	231·90	247·85	542·63	550·07	355·86	343·56	21·69	22·22	8·98	8·88	13·77	13·19	6
63·05	69·17	174·87	182·42	448·63	464·47	324·97	342·19	20·32	21·11	9·98	9·62	13·26	13·49	7
...	...	327·98	306·16	454·37	427·44	311·86	299·98	21·14	21·34	10·37	10·13	13·92	14·44	8
...	...	416·89	358·58	454·63	390·79	300·99	299·77	31·14	33·98	12·34	13·24	15·83	13·33	9
58·73	56·59	186·04	185·45	443·42	439·19	244·28	251·30	21·03	21·03	10·80	10·80	11·50	11·50	10
...	...	75·85	83·59	242·30	220·64	234·58	216·45	...	...	...	...	13·12	13·12	12
...	...	164·63	168·57	324·32	262·52	166·16	170·65	17·80	17·80	9·50	9·50	...	12·20	13
...	...	75·01	74·83	213·71	235·37	115·91	120·63	18·95	18·88	10·68	10·68	13·32	13·67	15
...	...	139·53	138·58	269·81	261·23	177·75	177·88	18·40	18·40	8·01	8·01	14·16	14·16	2
42·31	42·96	178·42	179·63	282·49	307·13	189·86	202·49	17·41	17·41	10·63	10·63	13·50	13·50	16
56·87	54·84	166·85	160·84	298·90	326·66	169·65	171·23	15·58	16·01	9·89	9·97	12·43	12·33	3
...	...	76·26	70·55	115·25	184·74	173·25	119·28	17·86	17·65	9·63	9·62	13·78	13·44	19
39·05	42·95	122·60	123·04	251·94	300·93	155·22	178·84	18·24	17·63	10·35	10·16	12·80	12·08	7
...	...	61·37	97·80	140·20	144·34	134·78	133·30	19·37	19·37	16·95	16·95	16·02	16·02	20
...	...	216·54	114·48	158·71	147·67	132·74	134·39	19·46	19·46	9·55	9·55	13·93	13·93	21
...	...	67·53	69·35	162·62	173·82	131·54	147·35	24·00	24·00	12·29	11·95	13·50	13·50	22
...	...	147·73	150·39	221·88	225·87	200·53	205·20	16·36	16·55	8·00	8·34	11·42	11·71	6
129·25	138·10	53·16	54·44	43·68	45·36	47·11	48·14	6·11	6·11	5·90	5·90	6·11	6·11	10
...	...	...	...	...	...	...	....	15·70	15·70	8·68	8·36	11·75	11·64	26
37·79	34·22	98·95	101·79	228·47	210·09	131·83	126·15	18·57	18·57	10·00	10·00	16·98	16·98	10
36·19	36·02	129·81	132·47	246·04	184·27	149·96	139·85	18·00	18·00	9·50	9·50	12·00	12·00	10
38·48	41·41	...	...	...	...	122·40	137·29	...	...	...	...	17·00	17·00	27
...	...	119·58	125·12	170·04	176·54	160·22	169·87	15·00	15·00	10·00	10·00	12·00	12·00	1
...	...	...	...	59·75	62·54	89·88	94·18	...	...	8·70	8·62	10·12	10·49	8
...	...	65·73	42·26	40·97	42·36	52·49	67·27	10·53	10·53	7·36	7·36	...	...	8
...	...	85·26	78·59	48·99	53·17	55·99	59·58	...	...	8·70	8·49	12·37	12·35	8
31·55	34·01	...	...	...	...	72·61	65·93	...	...	...	...	12·88	12·88	10
...	...	123·28	120·81	105·10	101·60	156·73	178·92	18·00	18·00	11·00	11·00	12·00	12·00	1
...	...	...	75·45	127·61	146·93	91·33	99·53	...	...	...	...	11·00	11·00	1
37·00	32·71	...	...	...	...	78·63	73·85	...	...	...	...	11·86	11·86	10
...	...	136·22	132·65	99·07	80·88	109·51	118·82	...	...	7·27	7·87	14·91	15·44	8
...	...	...	...	10·00	16·27	7·49	9·61	...	...	...	...	10·00	10·00	21

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Classification No. of Railway (Detailed in "Index" to Appendix I).		Railway system.	Serial number.	191		192	
				FROM APPENDIX II OF THE ANALYSIS OF WORKING OF EACH RAILWAY.			
				AVERAGE MILEAGE *per diem* OF—			
Main head.	Sub-head.			Coaching vehicles, including brakes. Miles.		Goods vehicles, including brakes. Miles.	
				1st half.	2nd half.	1st half.	2nd half.
		5′ 6″ GAUGE.					
1	(*a*)	Bengal-Nagpur		145,363	156,803	515,550	576,642
2	(*a*) to (*e*)	Bombay, Baroda and Central India		168,919	177,123	290,032	361,119
3	(*a*)	Eastern Bengal		132,264	118,205	246,407	183,523
4	(*a*) to (*c*)	East Indian		450,498	477,451	1,520,039	1,711,228
5	(*a*) to (*g*)	Great Indian Peninsula		388,078	412,374	863,584	1,105,197
6	(*a*) to (*c*)	Madras and Southern Mahratta		109,881	113,586	220,057	296,927
7	(*a*) and (*b*)	Nizam's Guaranteed State		18,525	19,365	51,294	57,525
8	(*a*) to (*n*)	North Western		584,608	545,617	889,752	839,343
9	(*a*) and (*b*)	Oudh and Rohilkhand		139,633	147,867	187,673	191,855
10	(*a*)	South Indian		41,037	40,719	48,558	57,048
		3′ 3½″ GAUGE.					
12	(*a*)	Assam-Bengal		61,486	59,990	76,967	69,513
13	(*a*) and (*b*)	Bengal and North-Western		219,413	227,729	231,412	270,330
15	(*a*) and (*b*)	Bhavnagar State		14,053	14,245	14,301	15,098
2	(*f*) to (*i*)	Bombay, Baroda and Central India		246,442	249,125	355,942	521,718
16	(*a*) to (*c*)	Burma		149,250	150,724	236,340	227,080
3	(*c*) to (*e*)	Eastern Bengal		127,696	123,473	146,852	156,166
19	(*a*) to (*c*)	Gondal-Porbandar State		12,677	12,403	10,159	14,867
7	(*c*) and (*d*)	Hingoli Branch and Hyderabad-Godavari Valley		28,963	29,760	31,874	46,065
20	...	Jamnagar		2,572	2,821	1,354	1,117
21	(*a*) to (*e*)	Jodhpur-Bikaner		54,707	56,661	107,525	128,809
22	...	Junagad State		5,386	5,675	4,387	6,152
6	(*d*) to (*l*)	Madras and Southern Mahratta		153,163	153,202	278,247	265,936
10	(*c*)	Nilgiri		1,272	1,136	720	742
26	(*a*) and (*b*)	Rohilkund and Kumaon		34,964	33,389	32,212	37,882
10	(*g*)	Shoranur-Cochin		5,577	5,746	6,250	7,211
10	(*b*), (*d*) to (*f*) and (*h*) to (*j*)	South Indian		191,535	190,989	195,833	215,421
27	(*a*)	Udaipur-Chitorgarh		3,564	3,764	1,446	2,067
		2′ 6″ GAUGE.					
1	(*b*), (*c*) and (*e*)	Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		33,379	33,597	29,749	31,424
8	(*o*)	Jacobabad-Kashmor		1,626	1,729	1,397	1,605
8	(*p*)	Kalka-Simla		4,292	2,300	2,543	2,063
8	(*q*) and (*r*)	Kohat-Thal and Nowshera-Durgai		5,694	6,000	3,967	4,467
10	(*k*)	Morappur-Hosur		5,023	4,886	1,808	1,446
1	(*g*)	Purulia-Ranchi		7,403	8,331	4,721	5,146
1	(*h*)	Raipur-Dhamtari		1,366	1,366	1,678	1,589
10	(*l*)	Tirupattur-Krishnagiri		1,157	1,124	646	650
8	(*s*)	Trans-Indus (Kalabagh-Bannu)		3,161	3,776	1,886	2,513
		2′ 0″ GAUGE.					
21	(*f*)	Pipar-Bilara Light		353	373	155	404

DIX 12—*concluded.*

during each half of the financial year 1915-16.

prepare these statistics.]

193	194	195	196	
FROM APPENDIX V OF THE ANALYSIS OF WORKING OF EACH RAILWAY.				Number
AVERAGE AGE OF SLEEPERS—		PERCENTAGE OF REMOVALS.		
Wood. Years.	Iron. Years.	Wood. Per cent.	Iron. Per cent.	Main head.
1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	1st half. / 2nd half.	
10 14 / 10 44	15·14 / 15·21	2·80 / 2 18	2·17 / 0·45	1
9·40 / 9·60	10·90 / 11·10	5·30 / 2·50	0·30 / 0 50	2
7·50 / 8·00	17·00 / 17·00	2·18 / 3·42	5·78 / 2·51	3
9·29 / 9·32	... / ...	3·27 / 4·10	... / ...	4
... / ...	... / ...	1·10 / 1·42	1·41 / 1 58	5
11·90 / 10·52	... / ...	7·74 / 7·01	... / ...	6
... / ...	... / ...	... / ...	... / ...	7
3·96 / 4·25	15·29 / 15·20	1·94 / 4·51	1·16 / 1·46	8
3·72 / 4·08	13·80 / 14·12	0·60 / 3·52	0·57 / 1·74	9
8·40 / 8·62	28·45 / 28 91	3·85 / 3·17	0·14 / 0·14	10
... / ...	... / ...	2·15 / 4·48	... / ...	12
11·56 / 11·84	... / ...	1·37 / 2 20	... / ...	13
11·28 / 11·51	... / ...	0·57 / 1·84	... / ...	15
... / ...	... / ...	... / ...	... / ...	2
11·15 / 11 27	... / ...	2·93 / 2 86	... / ...	16
12·00 / 12·00	9·50 / 10·00	2·87 / 3·33	0·09 / 0 25	3
12·44 / 12·70	24·51 / 24·96	0·31 / 1·79	0·06 / 0·23	19
... / ...	... / ...	... / ...	... / ...	7
10·01 / 16·55	... / ...	8·14 / ...	... / ...	20
... / ...	17·75 / 17·75	... / ...	0·24 / 0·88	21
11·64 / 12·03	... / ...	1·89 / ...	... / ...	22
11·50 / 11·50	20·00 / ...	2·47 / 2·92	1·23 / ...	6
8·37 / 8·30	... / ...	2·21 / 6·67	... / ...	10
15·89 / 16·09	... / ...	2·06 / 1·80	... / ...	26
8·50 / 8·84	... / ...	1·01 / 1 00	... / ...	10
8·50 / 8·77	20·47 / 20·95	2·72 / 2 78	0·07 / 0·09	10
... / ...	... / ...	... / ...	... / ...	27
7 32 / 7·43	0·51 / 0·55	2·92 / 3·76	... / 1·23	1
0·50 / 1·00	... / ...	... / ...	... / ...	8
6·95 / 7·07	... / ...	2·44 / 4·74	... / ...	8
9·29 / 9·67	9·30 / 9·80	1·39 / 1·24	.. / 0·06	
3·56 / 4·00	... / ...	2·11 / 1·48	... / ...	10
5·41 / 5·87	... / ...	1·33 / 0·65	... / ...	1
15·33 / 15·83	... / ...	... / ...	... / ...	1
9·62 / 9·98	... / ...	0·72 / 1·39	... / ...	10
1·99 / 2·48	... / ...	10·70 / 0·08	... / ...	8
4·25 / 4 75	... / ...	0·10 / ...	... / ...	21

APPEN

Coal and wood fuel consumed by locomotives on each railway system and price paid

NOTE.—The figures in this Appendix are amended ones in cases

Classification No. of railway (Detailed in "Index" to Appendix I.)		Railways.	Sources of supply.	Year.	Description of fuel, with the actual quantity consumed by					
					Foreign coal.			Indian coal.		
					Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.	Average cost per ton	
Main head.	Sub-head.					Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.		Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.
1	2	3	4	5	6	7	8	9	10	11
		5′ 6″ GAUGE.				Rs.	Rs.		Rs.	Rs.
1	(a)	Bengal-Nagpur ...	Bihar and Orissa and the Central Provinces.	1911	...	...	...	263,083	6·41	3·53
				1912	...	...	...	305,342	5·62	2·70
				1913-14	...	...	...	347,419	6·26	3·47
				1914-15	...	...	...	372,135	6·49	3·52
				1915-16	...	...	...	387,136	6·48	3·41
2	(a) to (e)	Bombay, Baroda and Central India.	Africa, Australia, England, Bihar and Orissa and Hyderabad.	1911	18,833	21·18	*a*	192,317	15·59	*a*
				1912	17,504	22·16	*a*	230,586	15·76	*a*
				1913-14	21,198	24·29	*a*	236,768	15·31	*a*
				1914-15	39,874	18·70	*a*	217,142	15·28	3·94
				1915-16	963	18·54	*a*	252,548	14·49	4·06
3	(a) & (b)	Eastern Bengal ...	Bihar and Orissa ...	1911	...	...	...	169,711	5·42	2·62
				1912	...	...	...	192,223	5·56	2·78
				1913-14	...	...	...	186,818	6·39	3·34
				1914-15	...	...	...	193,066	6·61	3·45
				1915-16	...	...	...	197,061	6·45	3·37
4	...	East Indian ...	Bihar and Orissa ...	1911	...	...	...	685,737	5·21	2·84
				1912	...	...	...	754,718	4·35	2·31
				1913-14	...	...	...	819,565	4·37	2·27
				1914-15	...	...	...	871,949	4·83	2·58
				1915-16	...	...	...	879,492	4·62	2·43
5	(a) to (g)	Great Indian Peninsula.	Africa, Australia, England, Holland, Japan, Bihar and Orissa, Central India, Central Provinces and Hyderabad.	1911	8,177	16·20	*a*	748,253	11·66	*a*
				1912	68,498	20·00	*a*	763,034	11·22	*a*
				1913-14	93,517	20·69	*a*	813,247	11·86	*a*
				1914-15	12,866	22·58	*a*	854,325	12·88	*a*
				1915-16	34,797	20·37	*a*	934,584	11·51	4·26
6	(a) to (c)	Madras and Southern Mahratta.	Africa, Australia Bihar and Orissa and Hyderabad.	1911	...	...	...	160,362	11·87	4·32
				1912	717	15·71	4·50	170,098	12·69	4·27
				1913-14	...	...	...	191,358	13·07	4·80
				1914-15	...	...	...	211,909	12·79	4·90
				1915-16	...	...	...	216,801	13·14	4·83
7	(a) & (b)	Nizam's Guaranteed State.	Hyderabad ...	1911	...	...	...	41,140	6·30	5·25
				1912	...	...	...	41,441	6·32	5·25
				1913-14	...	...	...	47,829	6·83	5·75
				1914-15	...	...	...	41,826	6·61	5·50
				1915-16	...	...	...	42,354	6·50	5·42
8	(a) to (n)	North Western ...	Africa, England, Baluchistan, Bihar and Orissa and the Punjab.	1911	346	24·55	*a*	732,106	13·42	3·51
				1912	16,220	22·79	*a*	783,577	13·92	3·29
				1913-14	157,874	21·54	3·71	624,134	15·02	4·09
				1914-15	30,116	21·62	3·71	729,131	15·63	4·54
				1915-16	122	28·48	*b* 13·88	761,610	14·29	4·23
9	(a) to (c)	Oudh and Rohilkhand	Bihar and Orissa ...	1911	...	...	...	177,571	8·38	2·39
				1912	...	...	...	191,589	8·45	2·58
				1913-14	...	...	...	204,091	8·95	3·21
				1914-15	...	...	...	202,715	9·55	3·39
				1915-16	...	...	...	195,029	9·40	3·29
	(a)	South Indian ...	Africa, Bihar and Orissa and Hyderabad.	1911	...	...	...	46,995	15·57	3·15
				1912	...	...	...	55,060	15·52	3·17
				1913-14	39	31·04	*a*	64,608	17·73	3·93
				1914-15	2	30·36	*a*	65,213	17·41	4·00
				1915-16	...	...	...	63,264	17·29	4·10
		3′ 3¾″ GAUGE.								
11	...	Aden	*a*	*a*	...	...	...	*a*	*a*	*a*
12	...	Assam Bengal ...	Scotland, Assam and Bihar and Orissa.	1911	...	...	...	46,836	10·74	*a*
				1912	...	...	...	47,839	10·84	*a*
				1913-14	...	...	...	52,646	10·94	*a*
				1914-15	...	...	...	55,878	12·07	*a*
				1915-16	...	...	...	52,662	11·88	*a*

DIX 13.

per ton during the calendar years 1911 and 1912 and the financial years 1913-14 to 1915-16.

where they differ from the corresponding figures in the earlier Reports.

ocomotives and cost per ton.			Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal).	Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal.)				Remarks.
Wood.								
Actual quantity in tons.	Average cost per ton. Including all freight, both rail and sea, from the station of supply to the engine-shed where issued to locomotives.	Average cost per ton. At station of supply.		Per train-mile.	Per engine-mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.	
12	13	14	15	16	17	18	19	20
166	Rs. 8·76	Rs. 8·76	Rs. 3·53	76·08	62·34	504·90	163·62	
...	...	...	2·70	79·70	64·90	535·79	173·38	
...	...	...	3·47	85·20	68·66	572·19	185·35	
...	...	...	3·52	89·12	71·85	567·22	188·22	
...	...	...	3·41	91·18	73·27	938·82	337·53	
3,700	7·13	5·55	*a*	75·61	63·67	715·19	179·44	*a* Information not available.
3,703	6·37	4·85	*a*	84·05	69·91	679·98	187·71	
4,881	6·17	4·37	*a*	87·09	72·12	688·38	193·29	
4,700	6·55	4·54	*a*	84·46	70·00	758·60	193·19	
4,665	5·35	3·75	*a*	82·15	68·41	619·01	172·54	
...	...	...	2·62	89·79	63·19	1,044·13	232·92	
...	...	...	2·78	97·40	66·03	1,181·42	254·85	
...	...	...	3·34	92·71	61·42	1,069·18	223·52	
...	...	...	3·45	91·51	61·98	1,144·87	225·21	
...	...	...	3·37	94·59	63·94	1,064·49	208·62	
...	...	...	2·84	72·48	54·89	390·94	132·80	
...	...	...	2·31	74·04	55·72	365·50	131·02	
...	...	...	2·27	76·53	57·02	413·15	141·00	
...	...	...	2·58	77·03	57·89	396·28	137·63	
...	...	...	2·43	76·93	57·79	382·49	133·98	
2,415	6·57	4·60	*a*	85·30	72·97	815·41	219·00	
2,843	6·55	4·45	*a*	88·57	75·07	771·42	219·66	
2,259	6·81	5·06	*a*	94·16	79·64	760·29	222·53	
1,841	7·68	5·15	*a*	92·38	78·25	858·68	225·20	
1,608	8·28	5·32	*a*	96·39	82·66	716·80	209·35	
4,761	6·95	5·30	4·42	83·44	68·61	904·15	222·10	
4,145	7·02	5·47	4·37	84·27	69·79	836·20	207·45	
4,895	6·72	5·37	4·89	92·05	75·81	866·97	217·80	
5,076	6·47	5·11	4·98	94·88	79·04	874·67	221·38	
2,705	7·48	5·19	4·88	91·11	76·73	755·51	202·59	
...	...	...	5·25	63·91	55·89	576·79	175·95	
...	...	...	5·25	64·72	56·57	623·27	182·71	
...	...	...	5·75	68·83	58·60	620·20	186·93	
...	...	...	5·50	66·66	56·71	670·85	185·36	
...	...	...	5·42	70·72	60·86	582·46	178·74	
7,962	6·25	4·38	*a*	77·70	63·33	690·47	189·74	
8,175	6·80	4·01	*a*	80·85	65·08	620·77	178·84	
7,841	5·03	3·81	4·03	82·07	66·81	622·62	183·22	
7,535	4·80	3·09	4·52	79·87	65·85	691·04	187·35	
7,696	5·08	3·27	4·37	80·60	67·06	651·90	177·09	*b* High rate is due to the consumption of only English Patent Fuel.
...	...	...	2·39	69·48	59·71	1,085·34	202·41	
...	...	...	2·58	71·81	61·97	861·43	201·48	
...	...	...	3·21	74·19	63·42	1,011·93	200·45	
...	...	...	3·39	78·90	66·12	1,121·36	203·45	
...	...	...	3·29	80·99	67·10	999·34	197·48	
4,975	4·36	4·54	3·46	59·80	53·03	876·17	207·93	
5,238	4·51	4·50	3·46	64·04	57·02	967·67	218·56	
5,549	5·14	5·14	*a*	70·46	62·74	1,111·85	238·86	
2,548	7·67	7·67	*a*	69·95	62·21	1,087·23	226·38	
2,596	8·07	8·05	4·35	68·76	61·28	915·00	204·24	
...	...	...	*a*	*a*	*a*	*a*	*a*	
...	...	...	*a*	56·82	45·95	852·44	259·34	
...	...	...	*a*	55·31	44·90	806·61	239·34	
2,978	2·55	2·55	*a*	61·27	47·61	878·36	243·41	
2,888	2·81	2·81	*a*	61·72	49·19	925·37	242·21	
470	3·02	3·02	*a*	60·97	47·20	911·39	227·17	

APPEN

Coal and wood fuel consumed by locomotives on each railway system and price paid

NOTE.—The figures in this Appendix are amended ones in cases

Classification No. of railway. (Detailed in "Index" to Appendix I).		Railways.	Sources of supply.	Year.	Description of fuel, with the actual quantity consumed by					
					Foreign coal.			Indian coal.		
					Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.	Average cost per ton.	
Main head.	Sub-head.					Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.		Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.
1	2	3	4	5	6	7	8	9	10	11
						Rs.	Rs.		Rs.	Rs.
		3' 3⅜" GAUGE—*contd.*								
13	...	Bengal and North-Western.	Bihar and Orissa ...	1911	...	...	...	133,898	7·61	2·96
				1912	...	...	...	145,476	7·92	2·96
				1913-14	...	...	...	146,640	8·65	3·86
				1914-15	...	...	...	143,370	8·82	3·82
				1915-16	...	...	...	148,010	8·91	3·91
14	...	Bengal Dooars ...	Assam, Bengal and Bihar and Orissa.	1911	...	...	...	4,479	9·70	2·79
				1912	...	...	...	5,444	9·59	2·62
				1913-14	...	...	...	7,266	11·05	3·73
				1914-15	...	...	...	7,291	10·80	·40
				1915-16	...	...	...	6,557	10·30	3·67
15	...	Bhavnagar State ...	Africa, England and Bihar and Orissa.	1911	142	*b* 23·92	*a*	7,049	*b* 14·46	*a*
				1912	...	...	...	8,175	*b* 15·67	*a*
				1913-14	3,713	*b* 19·89	*a*	4,910	*b* 18·06	*a*
				1914-15	81	*b* 19·17	*a*	9,384	*b* 15·65	*a*
				1915-16	...	...	...	7,981	*b* 16·13	*a*
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	Africa, Bihar and Orissa and Hyderabad.	1911	...	...	...	180,013	14·00	5·43
				1912	10,612	24·35	*a*	205,368	14·16	4·30
				1913-14	16,505	25·31	*a*	183,032	12·91	3·78
				1914-15	...	...	...	193,469	13·88	4·28
				1915-16	...	...	...	208,933	13·55	4·47
16	...	Burma	England and Bihar and Orissa.	1911	...	...	...	113,100	12·48	*a*
				1912	...	...	...	118,695	12·16	*a*
				1913-14	...	...	...	128,889	14·44	*a*
				1914-15	...	...	...	120,676	15·47	*a*
				1915-16	...	...	...	109,434	15·11	*a*
18	...	Dibru-Sadiya ...	Assam	1911	...	...	...	9,981	8·50	*a*
				1912	...	...	...	10,508	8·50	*a*
				1913-14	...	...	...	10,854	8·50	*a*
				1914-15	...	...	...	10,744	8·50	*a*
				1915-16	...	...	...	12,164	8·50	*a*
3	(*c*) to (*e*)	Eastern Bengal ...	Assam and Bihar and Orissa.	1911	...	...	...	114,411	8·28	2·73
				1912	...	...	...	127,121	8·62	2·75
				1913-14	...	...	...	148,318	9·32	3·64
				1914-15	...	...	...	141,569	9·17	3·37
				1915-16	...	...	...	126,353	9·10	3·28
19	...	Gondal-Porbandar State.	England and Bihar and Orissa.	1911	198	23·87	*a*	8,516	12·58	*a*
				1912	...	...	...	9,077	17·19	*a*
				1913-14	...	...	...	8,413	18·27	4·00
				1914-15	...	...	...	10,222	17·03	4·00
				1915-16	...	...	...	8,721	17·18	4·00
7	(*c*) & (*e*)	Hingoli Branch, Hyderabad-Godavari Valley and Secunderabad-Gadwal.	Hyderabad ...	1911	...	...	...	23,904	8·49	5·25
				1912	...	...	...	26,825	8·54	5·25
				1913-14	...	...	...	31,903	8·93	5·75
				1914-15	...	...	...	30,563	9·15	5·50
				1915-16	...	...	...	30,525	8·61	5·42
20	...	Jamnagar ...	England and Bihar and Orissa.	1911	24	24·50	*a*	1,534	13·39	*a*
				1912	...	...	...	1,492	20·53	*a*
				1913-14	...	...	...	1,581	17·98	3·00
				1914-15	5	24·50	*a*	1,697	18·11	4·59
				1915-16	...	...	...	1,510	15·84	2·62

DIX 13—*contd.*

per ton during the calendar years 1911 and 1912 and the financial years 1913-14 to 1915-16.

where they differ from the corresponding figures in the earlier Reports.

locomotives and cost per ton.								
Wood.			Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal.)	Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal.)				Remarks.
Actual quantity in tons.	Average cost per ton. Including all freight, both rail and sea, from the station of supply to the engine-shed where issued to locomotives.	Average cost per ton. At station of supply.		Per train-mile.	Per engine-mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.	
12	13	14	15	16	17	18	19	20
	Rs.	Rs.	Rs.					
669	4·49	4·08	2·97	50·14	41·57	782·62	205·57	
...	...	...	2·96	50·95	42·36	734·67	202·17	
...	...	...	3·86	51·63	42·58	826·98	207·03	
...	...	...	3·82	50·97	41·97	820·86	203·54	
...	...	...	3·91	53·24	43·82	884·97	218·44	
...	...	...	2·79	41·46	38·74	1,020·13	*a*	*a* Information not available.
...	...	...	2·62	45·33	42·47	612·14	*a*	
...	...	...	3·73	51·87	48·16	728 60	*a*	
...	...	...	3·40	52·28	48·22	938·00	*a*	
...	...	...	3·67	46·18	40·90	1,038·00	*a*	
c 56	11·71	11·71	*a*	37·75	33·89	1,073·37	226·72	*b* Excludes freight over home line.
c 62	12·00	12·00	*a*	37·61	32·32	1,051·56	223·21	
c 70	12·00	12·00	*a*	41·10	36·23	1,078·83	244·76	
c 71	7·49	7·49	*a*	40·22	135·65	1,027·00	237·27	
c 76	13 44	13·44	*a*	35·10	31·06	879·56	200·71	
c 1,536	5·00	5·00	5·44	48·24	41·92	698·66	200·14	*c* Old sleepers used for lighting purposes.
c 751	5·00	5·06	*a*	50·35	43·92	647·19	199·02	
c 1,121	4·99	4·99	*a*	51·13	44·31	750·00	208·82	
c 1,315	5 00	5 00	4·29	50·93	43·94	702·09	202·04	
c 1,516	5·00	5·00	4·48	51·12	44·55	668·07	195·32	
21,133	5·39	4·12	*a*	42·15	33·87	796·58	182·37	
13,813	5·39	4·83	*a*	45·92	37·15	720 05	184·05	
15,699	5·26	5·02	*a*	51·44	41·44	711·98	189·50	
16,044	4·94	381	*a*	50·01	40·24	665·03	182·06	
28,144	6·07	5·07	*a*	51·11	40·88	694·58	183·28	
...	...	...	*a*	70·31	40·01	*a*	*a*	
...	...	...	*a*	70·51	39·39	*a*	*a*	
...	...	...	*a*	76·52	51·75	*a*	*a*	
...	...	...	*a*	70·42	42·97	*a*	*a*	
...	...	...	*a*	86·23	56·94	*a*	*a*	
...	...	...	2·76	65·48	50·55	1,147·71	279·46	
...	...	...	2·75	65·95	51·47	1,167·61	263·36	
...	...	...	3·64	65·80	51·65	1,195·90	267·36	
...	...	...	3·37	65·73	51·29	1,349·32	268·27	
...	...	...	3·28	66 83	50·91	1 327·11	255 19	
72	12·32	*a*	*a*	42·41	38·73	1,531·62	279·66	
75	12·07	*a*	*a*	46·18	42·01	2,078·91	316·91	
76	12·00	*a*	*a*	44·72	40·78	1,276·52	268·56	
89	12·00	12·00	4·09	49·73	44·84	1,559·59	316·53	
78	11·67	11·67	4·06	42·17	36·67	1,109·42	250·23	
...	...	...	5·25	44·66	39·71	962·30	240·71	
...	...	...	5·25	43·29	37·94	855 07	221·56	
...	...	...	5·75	46·87	41·31	1,054·25	247·28	
...	...	...	5·50	50·22	44·37	1,116·15	257·31	
...	...	...	5·42	54·35	47·63	937·48	238 08	
9	12·00	12·00	*a*	45·61	39·69	2,138·35	317·31	
14	11·52	11·52	*a*	44·48	38·62	2,212·48	315·63	
16	10·00	10·00	3·09	45·91	39·56	1,654·70	296·97	
16	9·87	9 87	*a*	50·03	42·18	1,774·03	315·69	
15	10 35	10 35	2·66	44 79	37·19	1,693·05	269·62	

APPEN

Coal and wood fuel consumed by locomotives on each railway system and price paid

NOTE.—The figures in this Appendix are amended ones in cases

Classification No. of railway. (Detailed in "Index" to Appendix I.)		Railways.	Sources of supply.	Year.	Description of fuel, with the actual quantity consumed by					
					Foreign coal.			Indian coal.		
					Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.	Average cost per ton.	
Main head.	Sub-head.					Including all freight, both rail and sea, from the pit's mouth to the engine shed where issued to locomotives.	At pit's mouth.		Including all freight, both rail and sea, from the pit's mouth to the engine shed where issued to locomotives.	At pit's mouth.
1	2	3	4	5	6	7	8	9	10	11
		3' 3⅜" GAUGE—*concld.*				Rs.	Rs.		Rs.	Rs.
21	(*a*) to (*e*)	Jodhpur-Bikaner ...	Bihar and Orissa and Rajputana.	1911	...	...	...	42,095	14·36	2·63
				1912	...	...	...	53,908	11·86	5·00
				1913-14	...	...	...	50,700	11·99	3·67
				1914-15	...	...	...	48,548	12·75	2·56
				1915-16	...	...	...	63,614	11·16	2·41
22	...	Junagad State ...	England, and Bihar and Orissa	1911	90	*a*	*a*	2,461	13·45	*a*
				1912	...	...	...	2,938	18·75	*a*
				1913-14	...	...	...	3,026	19·67	*a*
				1914-15	...	...	...	3,246	17·85	*a*
				1915-16	...	...	...	3,547	18·59	4·00
6	(*d*) to (*m*)	Madras and Southern Mahratta.	Africa, Australia, Bihar and Orissa and Hyderabad.	1911	...	...	...	119,305	13·68	4·31
				1912	...	...	...	120,741	13·73	4·93
				1913-14	...	...	...	142,180	15·07	4·73
				1914-15	...	...	...	151,259	13·99	5·32
				1915-16	...	...	...	160,741	12·99	5·86
23	...	Morvi	Bihar and Orissa ...	1911	...	...	...	2,278	14 75	2·19
				1912	...	...	...	3,554	15·50	2·50
				1913-14	...	...	...	3,162	15·65	3·50
				1914-15	...	...	...	2,839	16·60	4·38
				1915-16	...	...	...	2,939	16·00	3·50
26	(*a*) & (*b*)	Rohilkund and Kumaon.	Bihar and Orissa ...	1911	...	...	...	16,231	9·14	2·49
				1912	...	...	...	25,332	9·23	2·27
				1913-14	...	...	...	28,813	9·06	2·63
				1914-15	...	...	...	26,268	10 04	3 08
				1915-16	...	...	...	25,898	10·19	2·86
10	(*b*) to (*f*)	South Indian ...	Africa, Australia, and Bihar and Orissa.	1911	4,813	25·10	*a*	109,826	14·68	5·77
				1912	5,020	27·30	*a*	112,837	14·85	4·91
				1913-14	5,448	31·04	*a*	121,002	15·03	4·01
				1914-15	6,189	30·36	*a*	132,609	15·20	3 82
				1915-16	5,077	45·89	*a*	140,826	15 29	3·87
27	...	Udaipur-Chitorgarh...	Bihar and Orissa ...	1911	...	...	...	1,114	12·75	2·75
				1912	...	...	...	1,670	13·52	3·75
				1913-14	...	...	...	1,626	14·17	4·00
				1914-15	...	...	...	1,450	14·00	4·00
				1915-16	...	...	...	1,998	14 00	4·00
		2' 6" GAUGE.								
30	...	Arrah-Sasaram Light	*a*	...	...	...	...	*a*	*a*	*a*
31	...	Bangalore-Chik-Ballapur Light.	Bihar and Orissa ...	1914-15	...	...	...	*a*	*a*	*a*
				1915-16	..	...	...	369	20·00	4·81
33	...	Baraset-Basirhat Light.	*a*	...	...	...	...	*a*	*a*	*a*
34	...	Barsi Light ...	Bihar and Orissa and Hyderabad.	1911	...	...	...	3,291	15·45	6·50
				1912	...	...	...	4,657	17·76	7·65
				1913-14	...	...	...	5,366	15·52	4·06
				1914-15	...	...	...	4,978	15·47	3·93
				1915-16	...	...	...	4,397	15·09	3·20
35	...	Bengal Provincial ...	Bihar and Orissa ...	1911	...	...	...	1,670	4·38	1·50
				1912	...	...	...	1,818	5·02	2·12
				1913-14	...	...	...	1,884	6·47	3·96
				1914-15	...	...	...	1,990	5 19	2·50
				1915-16	...	...	...	1,920	4·86	1·87
2	(*m*) to (*r*)	Bilimora-Kalamba, Broach-Jambusar, Gaekwar's Dabhoi, Kosamba-Zankhvav, Petlad-Vaso and Rajpipla State.	Africa, England, Bihar and Orissa and Hyderabad.	1911	...	...	...	2,970	16 89	*a*
				1912	...	...	...	3,439	16·17	*a*
				1913-14	...	...	...	4,418	15·93	*a*
				1914-15	65	21·42	*a*	4,869	15·69	*a*
				1915-16	...	...	...	5,862	15·23	3 96
36	...	Bukhtiarpur-Bihar Light.	*a*	...	...	...	...	*a*	*a*	*a*
37	...	Burdwan-Katwa ...	Bihar and Orissa ...	1915-1916	...	...	...	547	5·62	3·44
39	...	Champaner-Shivrajpur Light.	Bihar and Orissa, Central India and Central Provinces.	1911	...	...	...	448	14·51	3·50
				1912	...	...	...	754	13·78	3·25
				1913-14	...	...	...	649	14·84	4·50
				1914-15	...	...	...	608	15·24	4·58
				1915-16	...	...	...	634	14·21	4·58

DIX 13—*contd.*

per ton during the calendar years 1911 and 1912 and the financial years 1913-14 to 1915-16.

where they differ from the corresponding figures in the earlier Reports.

locomotives and cost per ton.								
Wood.			Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal.)	Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal.)				Remarks.
Actual quantity in tons.	Average cost per ton. Including all freight, both rail and sea, from the station of supply to the engine shed where issued to locomotives.	Average cost per ton. At station of supply.		Per train-mile.	Per engine-mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.	
12	13	14	15	16	17	18	19	20
	Rs.	Rs.	Rs.					
226	6·26	6·26	2·65	47·25	43·55	809·47	210·00	*a* Information not available.
286	10·11	10·11	5·05	53·04	48·50	853·18	230·50	
304	10·00	10·00	3·72	49·89	44·86	769·04	210·73	
275	10·00	10·00	2·65	54·47	49·01	973·68	241·38	
316	10·00	10·00	2·45	59·94	53·79	802·50	234·31	
b 50	10·00	10·00	*a*	40·04	36·08	1,223·90	229·24	*b* Old sleepers used for lighting purposes.
32	10·00	10·00	*a*	42·27	35·80	1,116·71	226·26	
34	10·00	10·00	*a*	42·70	37·53	1,001·47	235·58	
35	10·00	10·00	*a*	42·55	36·92	921·78	230·59	
40	10·00	10·00	4·10	41·48	35·32	1,034·98	231·09	
51,464	5·50	4·75	5·42	50·00	43·14	887·45	248·51	
58,052	5·69	4·76	6·06	50·71	43·77	912·91	246·52	
44,410	5·61	4·77	5·52	53·42	46·55	930·54	254·52	
44,467	5·54	4·76	6·00	55·36	48·91	1,024·70	262·04	
53,125	5·66	4·76	6·56	57·69	51·66	963·24	260·72	
33	10·50	*a*	*a*	30·08	29·51	*a*	*a*	
36	11·00	*a*	*a*	41·92	41·03	*a*	*a*	
34	11·00	*a*	*a*	39·44	38·57	*a*	*a*	
31	11·25	*a*	*a*	36·03	35·04	*a*	*a*	
45	8·50	*a*	*a*	36·37	35·31	*a*	*a*	
18,719	4·62	3·25	3·91	49·64	38·26	760·96	193·82	
2,926	4·00	3·19	2·68	54·64	41·45	806·27	228·33	
367	3·36	2·99	2·63	54·49	41·78	939·57	233·39	
...	...	...	3·08	51·61	39·71	1,052·10	233·25	
...	...	...	2·86	48·91	39·20	1,032·74	232·69	
17,921	4·74	4·67	*a*	43·19	38·49	882·96	209·80	
18,478	4·85	4·78	*a*	43·55	38·61	882·86	206·53	
15,928	5·13	5·06	*a*	44·36	39·25	939·14	208·85	
8,101	7·63	6·29	*a*	44·88	39·88	1,012·85	212·23	
8,576	7·68	6·50	*a*	47·80	42·32	903·79	208·72	
6	4·75	4·75	2·77	32·37	30·30	1,246·73	183·21	
15	7·93	7·93	3·76	35·81	33·47	1,532·83	221·69	
17	7·93	7·93	4·06	34·91	32·87	1,678·37	220·10	
15	7·93	7·93	4·06	34·99	32·70	1,740·64	212·73	
26	7·05	7·05	4·00	42·51	39·97	1,703·99	250·71	
...	...	...	*a*	*a*	*a*	*a*	*a*	
...	...	...	*a*	*a*	*a*	*a*	*a*	
...	...	...	4·81	36·59	30·87	*a*	*a*	
...	...	...	*a*	*a*	*a*	*a*	*a*	
43	8·00	8·00	6·57	51·37	41·43	1,132·68	372·63	
28	10·92	8·00	7·68	53·97	44·36	932·89	327·06	
13	11·00	8·00	4·08	52·24	43·74	883·46	303·46	
12	11·15	8·00	3·96	52·23	44·44	892·80	315·65	
14	12·50	12·00	3·23	49·00	40·67	803·42	307·72	
...	...	...	1·50	30·34	29·10	*a*	*a*	
...	...	...	2·12	32·30	31·02	*a*	*a*	
...	...	...	3·96	37·41	35·13	*a*	*a*	
...	...	...	2·50	37·76	35·65	*a*	*a*	
...	...	...	1·87	36·43	34·39	*a*	*a*	
120	4·35	3·90	*a*	31·01	29·93	*a*	*a*	
131	5·36	4·37	*a*	32·40	31·12	*a*	*a*	
144	4·41	4·19	*a*	35·71	33·42	*a*	*a*	
174	3·98	3·86	*a*	35·87	33·18	*a*	*a*	
219	3·69	3·55	4·03	34·70	32·52	*a*	*a*	
...	...	...	*a*	*a*	*a*	*a*	*a*	
...	...	...	3·44	42·20	38·49	*a*	*a*	
...	...	...	3·50	36·83	36·57	*a*	*a*	
15	8·11	*a*	*a*	51·72	49·65	*a*	*a*	
11	9·04	*a*	*a*	52·17	51·20	*a*	*a*	
4	4·43	*a*	*a*	56·93	54·45	*a*	*a*	
7	6·28	6·28	4·63	60·22	58·29	*a*	*a*	

APPEN

Coal and wood fuel consumed by locomotives on each railway system and price paid

NOTE.—The figures in this Appendix are amended ones in case

Classification No. of railway. (Detailed in "Index" to Appendix I.)		Railways.	Sources of supply.	Year.	Description of fuel, with the actual quantity consumed by					
					Foreign coal.			Indian coal.		
					Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.	Average cost per ton.	
Main head.	Sub-head.					Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.		Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.
1	2	3	4	5	6	7	8	9	10	11
		2' 6" GAUGE—*contd.*				Rs.	Rs.		Rs.	Rs.
40	...	Cutch State ...	Bihar and Orissa ...	1911	...	...	...	330	19·60	*a*
				1912	...	...	...	375	26·19	*a*
				1913-14	...	...	...	281	19·25	3·50
				1914-15	...	...	...	569	15·26	*a*
				1915-16	...	...	...	407	22·88	*a*
41	...	Dehri-Rohtas Light	Bihar and Orissa ...	1911	...	...	...	441	5·50	2·25
				1912	...	...	...	573	6·25	3·00
				1913-14	...	...	...	686	7·75	4·50
				1914-15	...	...	...	831	7·62	4·25
				1915-16	...	...	...	1,112	7·06	3·75
42	...	Dholpur-Bari ...	Bihar and Orissa ...	1911	...	...	...	257	10·00	3·50
				1912	...	...	...	262	10·03	4·36
				1913-14	...	...	...	267	13·40	5·00
				1914-15	...	...	...	483	12·84	5·00
				1915-16	...	...	...	643	12·36	4·25
5	(*h*) & (*i*)	Dhond-Baramati and Ellichpur-Yeotmal.	Japan, Bengal, Bihar and Orissa and Central Provinces.	1913-14	...	...	...	668	11·64	3·69
				1914-15	2	20·65	*a*	3,225	10·28	*a*
				1915-16	...	...	...	5,651	10·12	3·81
45	...	Godhra-Lunavada ...	Bihar and Orissa, Central India and Central Provinces.	1913-14	...	...	...	84	15·30	4·50
				1914-15	...	...	...	255	14·14	4·58
				1915-16	...	...	...	357	13·54	4·52
1	(*b*) to (*h*)	Gondia-Chanda, Jubbulpore-Gondia Extension, Mourbhanj State, Nagpur-Chhindwara, Parlakimedi Light, Purulia-Ranchi, and Raipur-Dhamtari.	Bihar and Orissa and the Central Provinces.	1911	...	...	...	35,344	6·18	4·25
				1912	...	...	...	37,755	6·04	3·69
				1913-14	...	...	...	45,096	6·86	4·06
				1914-15	...	...	...	47,878	6·69	4·32
				1915-16	...	...	...	45,489	6·54	3·84
8	(*o*), (*q*) & (*r*)	Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	Africa, Bihar and Orissa, Baluchistan and the Punjab.	1911	...	...	...	3,633	13·42	3·51
				1912	...	...	...	3,408	13·10	3·29
				1913-14	288	21·57	3·71	2,976	14·51	4·09
				1914-15	11	28·92	3·71	3,940	14·75	4·54
				1915-16	...	...	...	5,118	14·31	4·23
46	...	Jessore-Jhenidah	Bihar and Orissa ...	1913-14	...	...	...	355	9·50	*a*
				1914-15	...	...	...	*a*	*a*	*a*
				1915-16	...	...	...	714	7·62	3·56
8	(*p*)	Kalka-Simla ...	Bihar and Orissa, England, Baluchistan and the Punjab.	1911	9	37·93	*a*	7,999	14·06	3·51
				1912	11	41·95	*a*	8,189	13·88	3·29
				1913-14	...	...	...	8,448	15·16	4·09
				1914-15	...	...	...	7,771	15·29	4·54
				1915-16	...	...	...	7,018	15·75	4·23
48	...	Kolar District ...	Bihar and Orissa ...	1913-14	...	...	...	64	20·00	4·00
				1914-15	...	...	...	89	20·00	7·00
				1915-16	...	...	...	582	20·00	4·81
49	...	Madaya Light ...	*a*	...	...	...	...	*a*	*a*	*a*
10	(*k*) & (*l*)	Morappur-Hosur and Tirupattur-Krishnagiri.	Bihar and Orissa and Hyderabad.	1911	...	...	...	1,603	16·02	3·19
				1912	...	...	...	1,420	15·87	3·00
				1913-14	...	...	...	2,041	18·21	3·50
				1914-15	...	...	...	2,201	16·84	4·00
				1915-16	...	...	...	2,707	16·59	3·87
23	...	Morvi	Bihar and Orissa ...	1911	...	...	...	366	14·75	2·25
				1912	...	...	...	475	15·50	2·50
				1913-14	...	...	...	487	15·65	3·50
				1914-15	...	...	...	336	16·60	4·38
				1915-16	...	...	...	388	16·00	3·50

DIX 13—*contd.*

per ton during the calendar years 1911 and 1912 and the financial years 1913-14 to 1915-16.

where they differ from the corresponding figures in the earlier Reports.

locomotives and cost per ton.				Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal.)				Remarks.
Wood.			Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal.)					
Actual quantity in tons.	Average cost per ton. Including all freight, both rail and sea, from the station of supply to the engine-shed where issued to locomotives.	Average cost per ton. At station of supply.		Per train-mile.	Per engine-mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.	
12	13	14	15	16	17	18	19	20
	Rs.	Rs.	Rs.					
2	18·51	*a*	*a*	26·68	17·23	*a*	*a*	*a* Information not available.
2	15·96	*a*	*a*	25·44	16·15	*a*	*a*	
3	20·33	*a*	*a*	22·21	17·49	*a*	*a*	
2	17·08	*a*	*a*	43·77	35·00	*a*	*a*	
1	13·20	*a*	*a*	32·33	25·37	*a*	*a*	
...	...	...	2·25	*a*	*a*	*a*	*a*	
...	...	...	3·00	75·50	*a*	*a*	*a*	
...	...	...	4·50	42·68	*a*	*a*	*a*	
...	...	...	4·25	41·04	*a*	*a*	*a*	
...	...	...	3·75	69·19	*a*	*a*	*a*	
4	*b* 18·00	*b* 18·00	3·75	30·81	22·72	*a*	*a*	*b* The increase in the price per ton was due to the consumption of unserviceable sleepers as firewood.
4	11·65	11·65	4·52	36·44	28·84	*a*	*a*	
3	9·97	9·97	5·02	30·14	20·39	*a*	*a*	
2	8·51	8·51	5·03	40·37	30·07	*a*	*a*	
2	9·77	9·77	4·25	46·87	35·24	*a*	*a*	
...	...	...	3·69	40·07	38·33	*a*	*a*	
30	9·34	6·82	*a*	49·41	47·18	*a*	*a*	
47	8·67	5·70	3·87	70·81	64·68	*a*	*a*	
6	14·20	6·50	4·37	34·39	34·19	*a*	*a*	
8	2·98	2·98	4·56	29·57	29·09	*a*	*a*	
12	4·74	4·74	4·61	36·67	34·00	*a*	*a*	
...	...	...	4·25	89·12	71·76	2,066·72	451·96	
...	...	...	3·69	85·58	68·26	1,812·07	423·29	
...	...	...	4·06	83·31	66·37	1,810·35	413·98	
...	...	...	4·32	89·57	71·33	2,074·80	432·46	
...	...	...	3·84	88·34	65·35	3,809·61	793·36	
...	...	...	3·51	22·54	20·64	2,314·64	336·94	
...	...	...	3·29	25·88	23·05	1,958·08	402·95	
...	...	...	4·09	29·69	25·08	2,007·78	384·40	
6	4·88	3·09	4·54	32·45	26·93	2,159·68	433·37	
20	5·16	3·35	4·24	33·48	28·53	1,895·34	382·80	
...	...	...	*a*	72·42	*a*	*a*	*a*	
...	...	...	*a*	*a*	*a*	*a*	*a*	
...	...	...	3·56	38·35	31·38	*a*	*a*	
2	4·00	4·00	*a*	65·22	50·75	5,277·42	811·74	
6	6·95	4·16	*a*	66·48	53·28	4,400·03	731·03	
24	4·93	3·21	4·10	61·22	48·69	4,384·63	711·08	
65	4·80	3·09	4·55	60·91	44·40	4,260·16	715·45	
76	5·10	3·29	4·25	63·35	44·08	4,185·64	760·51	
3	8·00	8·00	4·34	26·30	32·40	*a*	*a*	
84	7·00	7·00	9·85	28·01	21·08	*a*	*a*	
99	7·00	7·00	5·62	64·28	50·19	*a*	*a*	
...	...	...	*a*	*a*	*a*	*a*	*a*	
166	4·42	4·35	3·49	46·60	46·43	3,687·26	490·43	
112	4·49	4·46	3·24	39·64	39·57	3,286·22	424·66	
129	5·32	5·32	3·74	36·37	36·25	2,774·72	348·19	
82	7·51	7·51	4·21	34·03	33·93	2,716·38	312·05	
116	8·05	8·05	4·14	34·86	34·79	2,923·00	322·54	
7	10·50	*a*	*a*	22·07	21·27	*a*	*a*	
8	11·00	*a*	*a*	28·76	27·33	*a*	*a*	
9	11·00	*a*	*a*	28·43	27·39	*a*	*a*	
5	11·25	*a*	*a*	20·67	19·57	*a*	*a*	
8	8·50	*a*	*β*	24·50	21·93	*a*	*a*	

APPEN

Coal and wood fuel consumed by locomotives on each railway system and price paid

NOTE.—The figures in this Appendix are amended ones in cases

Classification No. of railway. (Detailed in "Index" to Appendix I.)		Railways.	Sources of supply.	Year.	Description of fuel with the actual quantity consumed by					
					Foreign coal.			Indian coal.		
					Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.	Average cost per ton.	
						Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.		Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.
Main head.	Sub-head.									
1	2	3	4	5	6	7	8	9	10	11
		2' 6" GAUGE—*concld.*				Rs.	Rs.		Rs.	Rs.
50	...	Nadiad-Kapadvanj...	Bihar and Orissa, Central India and Central Provinces.	1913-14	...	...	...	616	16·37	4·50
				1914-15	...	...	...	675	14·78	4·58
				1915-16	...	...	...	658	14·03	4·52
26	(c)	Powayan Light ...	Bihar and Orissa ...	1911	...	...	...	...	...	...
				1912	...	...	...	...	...	...
				1913-14	...	...	...	737	10·31	2·00
				1914-15	...	...	...	695	10·87	2·66
				1915-16	...	...	...	810	10·94	2·58
51	...	Shahdara (Delhi)-Saharanpur Light.	*a*	...	...	...	...	*a*	*a*	*a*
52	...	Tezpore-Balipara ... Light.	Assam ...	1911	...	...	...	396	13·50	*a*
				1912	...	...	...	467	13·50	*a*
				1913-14	...	...	...	517	13·50	*a*
				1914-15	...	...	...	603	15·19	*a*
				1915-16	...	...	...	499	15·19	*a*
8	(a)	Trans Indus (Kalabagh-Bannu).	Bihar and Orissa ...	1913-14	...	...	...	2,676	14·70	4·09
				1914-15	...	...	...	3,899	11·98	4·54
				1915-16	...	...	...	3,269	13·90	4·28
		2' 0" GAUGE.								
53	...	Darjeeling-Himalayan	Bihar and Orissa ...	1911	...	...	...	4,771	9·44	2·75
				1912	...	...	...	5,145	9·44	2·75
				1913-14	...	...	...	5,613	10·00	3·50
				1914-15	...	...	...	5,059	10·00	3·50
				1915-16	...	...	...	6,820	10·00	3·50
54	...	Gwalior Light ...	Bihar and Orissa ...	1911	...	...	...	3,687	9·77	2·40
				1912	...	...	...	5,307	11·50	4·00
				1913-14	...	...	...	5,849	12·06	4·50
				1914-15	...	...	...	4,934	11·94	4·25
				1915-16	...	...	...	4,767	11·94	4·25
55	...	Howrah-Amta Light	*a* ...	...	...	...	...	*a*	*a*	*a*
56	...	Howrah-Sheakhala Light.	*a* ...	...	...	...	...	*a*	*a*	*a*
57	...	Jagadhri Light ...	Bihar and Orissa ...	1911	...	...	...	75	11·71	3·09
				1912	...	...	...	182	12·53	4·28
				1913-14	...	...	...	173	14·44	6·19
				1914-15	...	...	...	181	12·98	4·73
				1915-16	...	...	...	170	12·75	4·50
58	...	Jorhat (Provincial)	Assam ...	1911	...	...	...	835	13·75	*a*
				1912	...	...	...	960	13·75	9·79
				1913-14	...	...	...	968	13·77	8·97
				1914-15	...	...	...	1,043	13·77	8·97
				1915-16	...	...	...	1,486	13·77	8·97
59	...	Kulase Kharapatnam-Tissianvillai.	Bihar and Orissa ...	1915-16	...	...	...	107	22·18	*a*
5	(j)	Matheran Light ...	Bengal and Bihar and Orissa.	1911	...	...	...	358	17·81	*a*
				1912	...	...	...	462	17·25	6·00
				1913-14	...	...	...	473	17·50	5·87
				1914-15	...	...	...	469	17·50	5·50
				1915-16	...	...	...	542	18·00	5·50
21	(f)	Pipar-Bilara Light .	Bihar and Orissa ...	1911	...	...	...	189	26·00	*a*
				1912	...	...	...	312	15·00	*a*
				1913-14	...	...	...	284	15·84	3·67
				1914-15	...	...	...	236	12·75	2·56
				1915-16	...	...	...	411	12·21	3·46
60	...	Tarikere-Narasimharajapura.	*a*	...	...	...	...	*a*	*a*	*a*
		TOTAL ...	...	1911 *b*	32,132	...	...	4,223,019	...	...
				1912 *c*	118,582	...	...	4,590,618	...	...
				1913-14 *d*	298,582	...	...	4,702,479	...	...
				1914-15 *d*	89,211	...	...	4,948,310	...	...
				1915-16 *c*	40,959	...	...	5,145,746	...	...

DIX 13—*concld.*

per ton during the calendar years 1911 and 1912 and the financial years 1913-14 to 1915-16.

where they differ from the corresponding figures in the earlier Reports.

locomotives and cost per ton.								
Wood.			Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal.)	Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal.)				Remarks.
Actual quantity in tons.	Average cost per ton. Including all freight, both rail and sea, from the station of supply to the engine-shed where issued to locomotives.	Average cost per ton. At station of supply.		Per train-mile.	Per engine-mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.	
12	13	14	15	16	17	18	19	20
	Rs.	Rs.	Rs.					
7	7·92	6·56	4·57	31·56	31·10	*a*	*a*	*a* Information not available.
10	6·29	6·29	4·53	36·19	36·02	*a*	*a*	
11	6·31	6·31	4·39	35·05	31·12	*a*	*a*	
1,578	3·74	3·44	3·60	24·06	21·70	*a*	*a*	
1,586	3·57	3·19	3·62	24·51	21·94	*a*	*a*	
9	3·00	2·99	2·63	28·40	25·09	*a*	*a*	
...	...	...	2·63	27·21	25·02	*a*	*a*	
...	...	...	2·58	31·34	28·44	*a*	*a*	
...	...	...	*a*	*a*	*a*	*a*	*a*	
...	...	...	*a*	28·00	*a*	*a*	*a*	
...	...	...	*a*	31·57	*a*	*a*	*a*	
...	...	...	*a*	33·59	*a*	*a*	*a*	
...	...	...	*a*	36·98	*a*	*a*	*a*	
...	...	...	*a*	34·47	*a*	*a*	*a*	
22	4·77	3·05	4·10	59·81	48·94	2,830·73	492·53	
11	4·80	3·09	4·54	78·27	62·48	2,348·25	551·55	
1	4·81	3·00	4·23	64·01	51·57	1,970·85	423·65	
...	...	...	2·75	57·36	57·36	*a*	*a*	
...	...	...	2·75	41·02	41·02	*a*	*a*	
...	...	...	3·50	42·07	42·07	*a*	*a*	
...	...	...	3·50	40·26	40·26	*a*	*a*	
...	...	...	3·50	41·74	41·74	*a*	*a*	
39	6·00	6·00	2·37	35·22	35·21	*a*	*a*	
34	6·00	6·00	4·08	48·15	43·04	*a*	*a*	
41	6·00	6·00	5·25	53·39	47·74	*a*	*a*	
47	6·00	6·00	5·12	47·12	41·19	*a*	*a*	
78	6·00	6·00	5·12	44·93	38·87	*a*	*a*	
...	...	...	*a*	*a*	*a*	*a*	*a*	
...	...	...	*a*	*a*	*a*	*a*	*a*	
24	11·71	11·71	16·18	33·19	16·59	*a*	*a*	
27	11·00	11·00	7·64	26·43	13·21	*a*	*a*	
7	11·00	11·00	8·59	30·04	15·02	*a*	*a*	
7	11·00	11·00	7·88	29·47	14·73	*a*	*a*	
39	11·00	11·00	7·75	29·00	14·50	*a*	*a*	
...	...	...	*a*	35·64	*a*	*a*	*a*	
...	...	...	9·79	40·36	*a*	*a*	*a*	
...	...	...	8·97	40·92	*a*	*a*	*a*	
...	...	...	8·97	44·93	*a*	*a*	*a*	
...	...	...	8·97	52·35	*a*	*a*	*a*	
284	8·02	7·50	*a*	27·08	*a*	*a*	*a*	
2	7·00	6·25	*a*	53·20	53·20	*a*	*a*	
2	8·50	7·00	6·02	55·45	52·45	*a*	*a*	
...	...	...	5·87	35·04	32·16	*a*	*a*	
...	...	...	5·50	67·02	65·50	*a*	*a*	
...	...	...	5·50	70·00	67·20	*a*	*a*	
...	...	...	*a*	28·30	28·30	*a*	*a*	
...	...	...	*a*	32·16	32·16	*a*	*a*	
2	10·00	10·00	*a*	34·19	34·19	*a*	*a*	
2	10·00	10·00	2·65	27·35	27·34	3,228·87	936·72	
1	10·00	10·00	3·46	39·24	39·24	1,950·02	884·95	
...	...	...	*a*	*a*	*a*	*a*	*a*	
132,860	...	...	...	...	...	...	...	
120,579	...	...	...	...	...	...	...	
106,412	...	...	...	...	...	...	...	
95,598	...	...	...	...	...	...	...	
112,782	...		...	...	...	...	...	

b Excluding the Baraset-Basirhat, Bukhtiarpur-Bihar, Howrah-Amta, Howrah-Sheakhala, Arrah-Sasaram and Shahdara (Delhi)-Saharanpur Light railways.

c Excluding the railways mentioned in note *b* and the Madaya Light railway.

d Excluding the railways mentioned in note *c* and the Bangalore-Chik Ballapur, Jessore-Jhenidah and Tarikere-Narasimharajapura railways.

e Excluding the railway mentioned in note *c* and the Aden and Tarikere-Narasimharajapura railways.

Quantity of Indian coal mined during the calendar years 1893 to 1915, quantity of coal by sea to Indian ports and to foreign ports outside India including Burma, and quantity financial

Particulars.	1893	1894	1895	1896	1897	1898	1899	1900
1	2	3	4	5	6	7	8	9
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Quantity of coal mined in each Province—								
Assam	164,420	169,448	172,717	177,259	185,533	200,329	225,623	216,736
Baluchistan	20,094	24,753	25,458	26,257	12,043	13,372	15,822	23,281
Bengal	1,902,866	2,035,934	2,716,155	3,097,920	3,142,497	3,622,090	4,095,265	4,978,492
Bihar and Orissa	*	*	*	*	*	*	*	*
Burma...	9,938	12,111	17,289	22,993	11,472	6,975	8,105	10,228
Central India	94,348	132,837	118,479	115,386	124,778	134,726	164,509	164,489
Central Provinces	135,118	140,495	122,776	141,185	131,629	149,709	156,576	172,842
Kashmir	...	...	...	...	...	...	...	...
Madras	502	1,897	1,737	...	...	...	...	...
Nizam's Territory	157,421	240,525	292,915	262,681	365,550	394,622	401,216	469,291
North-West Frontier Province	...	...	...	...	...	...	...	...
Punjab	77,294	66,467	72,493	79,017	92,792	85,862	81,835	74,083
Rajputana (Bikaner)	...	...	...	...	...	511	4,249	9,250
United Provinces	...	...	...	1,000	...	...	...	...
Total ...	2,562,001	2,823,907	3,540,019	3,863,698	4,066,294	4,608,196	5,093,260	6,118,692
Quantity of Indian coal consumed by the locomotives on the railways in India.	924,900	1,062,748	1,119,621	1,182,051	1,328,120	1,418,241	1,560,771	1,858,061
Quantity of Indian coal exported by sea—								
To Indian Ports, excluding Burma	†	143,813	162,276	389,842	731,742	737,689	672,311	1,030,709
To ports outside of India, including Burma	‡52,302	154,282	211,407	191,030	390,979	490,290	467,306	711,874
Quantity of foreign coal imported into India—								
From the United Kingdom	§616,319	§675,043	§773,675	§524,420	§210,257	§297,076	§406,451	§91,710
From other countries	§18,066	§57,112	§15,458	§93,212	§47,016	§34,209	§112,064	§43,939

* The quantity of coal mined during these years has been included with the output of Bengal.
† Information not available.
‡ These figures are for the official year and exclude Burma.
§ Excludes the quantity of coal imported on Government Account.

DIX 14.

consumed by locomotives on the railways in India and quantity of Indian coal exported of foreign coal imported into India, during the calendar years 1893 to 1912 and during the years 1913-14 to 1915-16.

1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915
10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
254,100	221,096	239,328	266,765	277,065	285,490	295,795	275,224	305,563	297,236	294,893	297,160	270,862	305,160	311,296
24,656	33,889	46,909	49,867	41,725	42,164	42,488	45,212	52,449	52,614	45,707	54,386	52,932	48,234	43,807
5,487,585	6,259,236	6,361,213	7,063,680	7,234,103	9,617,820	9,993,348	11,559,911	10,660,811	10,778,530	11,468,904	4,306,129	4,649,985	4,424,557	4,975,460
*	*	*	*	*	*	*	*	*	*	*	9,126,385	10,227,557	10,661,062	10,718,155
12,466	13,302	9,306	1,105	...	1,222	...	...	...	...	...	...	...	...	25
164,362	171,538	193,277	185,774	157,701	170,292	178,588	155,107	121,546	130,400	143,557	149,921	149,978	152,906	139,630
191,516	196,981	159,154	139,027	147,265	92,849	134,088	213,789	238,100	220,437	211,616	233,996	235,651	244,745	253,118
...	1,060	999	270	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
421,218	455,124	362,733	419,546	454,294	467,924	414,221	444,211	442,892	606,173	505,380	481,652	552,133	555,991	586,824
...	...	...	...	...	...	...	90	96	90	140	50	90	94	60
67,730	55,373	43,704	45,594	62,622	73,119	60,749	54,794	37,208	49,189	30,575	38,469	51,040	54,303	57,911
12,094	16,503	21,764	45,078	42,964	32,372	28,062	21,207	11,449	12,744	14,761	18,251	18,781	17,211	17,796
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6,635,727	7,424,402	7,438,386	8,216,706	8,417,739	9,783,251	11,147,339	12,769,635	11,870,114	12,047,413	12,715,533	14,706,339	16,208,009	16,464,263	17,103,932
												1913-14	1914-15	1915-16
1,956,631	2,091,992	2,203,889	2,447,341	2,656,530	2,863,878	3,285,444	3,558,539	3,657,896	3,801,248	4,223,019	4,590,618	4,702,479	4,948,310	5,145,746
1,157,892	974,602	1,235,318	1,447,867	1,635,263	1,830,793	1,965,056	2,124,642	1,716,823	1,851,322	1,604,086	1,757,075	1,844,495	1,469,714	396,280
845,953	728,316	723,873	896,885	1,144,680	1,394,732	1,040,242	1,045,695	912,154	1,391,248	1,253,971	1,325,238	1,203,478	1,041,339	1,245,569
§112,519	§198,574	§133,711	§176,705	§147,760	§199,215	§227,176	§173,483	§311,252	§261,316	§245,043	§144,804	210,955	177,937	33,812
§79,108	§20,773	§30,429	§27,169	§50,024	§27,150	§74,412	§211,870	§179,169	§54,743	§73,626	§415,967	553,103	242,953	104,623

APPEN

Details of working of State collieries, worked by

Colliery.	Owned by.	Province.	Year.	Capital outlay.	Output.			
					Large coal.	Small coal.	Slack coal.	Total.
1	2	3	4	5	6	7	8	9
				Rs.	Tons.	Tons.	Tons.	Tons.
Ballarpur	Central Provinces Administration.	Central Provinces.	1911	7,83,071	69,576	27,027	...	96,603
			1912	7,47,461	61,722	...	24,695	86,417
Dandot	North Western railway.	Punjab ...	1911	90,315	12,798	...	5,462	18,260
			1912	38,557	...	...	...	...
Kurhurbaree and Serampore...	East Indian railway.	Bihar and Orissa.	1911	30,55,323	501,536	45,857	85,385	632,778
			1912	30,37,537	530,917	42,551	90,373	663,841
			1913-14	33,87,565	556,016	47,296	96,054	699,366
			1914-15	36,58,317	564,471	51,082	101,375	716,928
			1915-16	38,51,274	654,347	35,854	120,897	811,098
Mohpani	Great Indian Peninsula railway.	Central Provinces.	1911	8,83,887	48,861	...	§3,121	51,982
			1912	9,02,920	53,765	...	§3,091	56,856
			1913-14	10,69,820	52,829	3,927	§5,888	62,644
			1914-15	10,43,439	51,265	2,366	§5,084	58,715
			1915-16	9,26,073	45,896	3,817	§2,804	52,517
Khost	North Western railway.	Baluchistan	1911	2,80,743	1,035	†90	‡38,033	39,158
			1912	2,82,702	1,687	†147	‡36,408	38,242
			1913-14	2,47,133	1,337	†116	‡35,954	37,407
			1914-15	2,21,369	336	†29	‡36,088	36,453
			1915-16	2,17,387	228	†19	‡29,437	29,684
Khost pressed fuel factory ...	North Western railway.	Baluchistan	1911	37,104	...	...	...	‖20,659
			1912	45,516	...	...	...	‖19,809
			1913-14	46,134	...	...	...	‖19,744
			1914-15	43,675	...	...	...	‖17,966
			1915-16	40,399	...	...	...	‖15,305
Haranpur pressed fuel factory	North Western railway.	Punjab ...	1911	59,551	...	...	...	...
			1912	45,551	...	...	...	...

† Nut coal.
‡ Mixed coal.
§ Splint coal.
‖ Pressed fuel.

DIX 15.

either Railway Companies or the State.

Quantity issued.	Gross earnings.	Working expenses.	Net gain or loss.	Percentage on capital.	Average number of persons employed daily.	Number of tons raised per person employed.	Number of persons killed.	Number of persons injured.	Remarks.
10	11	12	13	14	15	16	17	18	19
Tons.	Rs.	Rs.	Rs.	Per cent.		Tons.			
96,603	4,04,163	2,65,813	1,38,350	17·67	735	131	1	1	The decrease in the capital outlay in 1912 was due chiefly to fluctuations in suspense balances affecting charges to capital.
86,417	3,51,480	2,35,198	1,16,287	15·56	633	136	...	1	The Colliery was sold to a private firm and handed over on the 1st April 1913.
18,260	1,27,060	93,102	33,958	37·60	921	20	1	3	The colliery was closed from the 1st June 1911, but the accounts have not been finally closed yet. The decrease in the capital outlay in 1912 was due to credits, afforded for the sale of materials.
...	...	*11,378	—11,378	...	...	...	...	...	
641,388	†12,89,572	12,89,572	...	...	6,257	101	3	5	The capital outlay is approximate and is made up of the purchase money, Rs. 3,05,154, which represents half the original cost of buildings, plant, etc., paid to the East Indian Railway Company on valuation, and the capital expenditure incurred from 1st January 1880. The decrease in the capital outlay in 1912 was due to the expenditure on capital works being less than credits to the Sinking Fund.
661,248	†11,73,388	11,73,388	...	...	6,772	98	5	11	
699,026	†10,58,198	10,58,198	...	...	7,100	98	3	13	
675,369	†12,62,994	12,62,994	...	...	8,663	83	3	9	
758,880	†14,23,489	14,23,489	...	...	8,084	100	4	13	
50,890	2,81,530	3,14,829	—33,299	...	1,087	48	1	2	The capital outlay is made up of the purchase money, £40,000, and the expenditure incurred from the date of purchase, 1st July 1904. The decrease in the capital outlay in 1914-15 and 1915-16 is due to credits to the Sinking Funds.
60,241	3,01,562	3,36,286	—34,724	...	1,095	52	1	...	
63,761	3,14,929	4,09,096	—94,167	...	1,194	52	...	2	
58,854	3,03,260	4,76,984	—1,73,724	...	1,264	46	1	5	
53,571	2,67,563	4,42,547	—1,74,984	...	1,190	44	1	1	
39,574	3,49,248	3,41,769	7,479	2·66	754	52	7	3	The decrease in the capital outlay in 1913-14 was due chiefly to depreciation charges at 7½ per cent. adjusted by credit to Block Account and debit to profits of the colliery. The decrease in the capital outlay in 1914-15 was due chiefly to the Sinking Fund charge at annas 8 per ton levied on the total output to redeem the life of the colliery in addition to 3½ per cent on the capital outlay. The decrease in the capital outlay in 1915-16 was due to the Sinking Fund charge at annas 8 per ton levied on the total output to redeem the life of the colliery and the excess of the receipts of stores over the issues.
39,089	3,37,727	3,46,251	—8,524	...	761	50	7	7	
38,335	3,24,696	3,19,762	4,934	1·99	749	50	3	10	
36,155	3,00,560	2,90,505	10,055	4·54	667	55	4	3	
31,810	2,52,201	2,99,115	—46,914	...	700	42	3	5	
20,659	2,50,790	2,35,642	15,148	40·82	30	689	...	..	The capital outlay is made up of the purchase money, Rs. 24,927 and the expenditure incurred from the date of purchase. The decrease in the capital outlay in 1914-15 and 1915-16 was due chiefly to depreciation charges at 7½ per cent adjusted by credit to Block Account and debit to profits of the colliery.
19,809	2,38,956	2,37,669	1,287	2·83	34	583	...	....	
19,744	2,38,762	2,37,828	934	2·02	31	637	...	...	
17,966	2,16,642	2,20,095	—3,453	...	30	599	...	...	
15,305	1,94,272	2,12,928	—18,656	...	28	547	...	...	
...	...	73	...	...	...	—73	...	...	The factory was closed on the 31st December 1910, but the accounts were not finally closed till 1912, as land, buildings and some machinery remained to be disposed of.
...	...	‡—153	153	0·34	...	...	...	...	

* The working expenses represent expenditure on dismantling the colliery and the pay of a clerk from 1st January to 30th April 1912.

† Coal issued to railway at cost price.

‡ Represents cost of stores returned to the Stores Depôt for which credit has been afforded during the year.

Rolling-stock under different heads on each

Classification No. of Railway (detailed in "Index" to Appendix 1).		Railway.	Engines.				Coaching		
							Saloons, Royal and State.		
Main head.	Sub-head.		Employed exclusively on passenger working.	Employed exclusively on goods working.	Employed on mixed working or on both passenger working and goods working.	Total.	4-wheeled.	6-wheeled.	Bogie.
1	2	3	4	5	6	7	8	9	10
		5′ 6″ gauge.							
1	(*a*)	Bengal-Nagpur ...	94	...	406	500	...	...	...
2	(*a*) to (*e*)	Bombay, Baroda and Central India.	145	...	214	359	...	...	...
3	(*a*) & (*b*)	Eastern Bengal ...	114	80	113	307	...	...	...
4	(*a*) to (*c*)	East Indian	218	876	165	1,259	...	...	2
5	(*a*) to (*g*)	Great Indian Peninsula ...	352	652	188	1,192	...	...	...
6	(*a*) to (*c*)	Madras and Southern Mahratta	71	...	185	256	...	1	1
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	2	21	50	73	5	...	6
8	(*a*) to (*n*)	North Western ...	361	939	80	1,380	...	...	...
9	(*a*) & (*b*)	Oudh and Rohilkhand ...	99	...	182	281	...	...	16
10	(*a*)	South Indian	33	...	100	133	...	...	...
...	...	Bombay Port Trust ...	...	16	...	16	...	...	...
...	...	Calcutta Port Commissioners'	...	58	...	58	...	...	...
		Total ...	1,489	2,642	1,683	5,814	5	1	25
		3′ 3⅜″ gauge.							
12	(*a*)	Assam-Bengal	5	...	108	113	...	...	1
13	...	Bengal and North-Western ...	54	...	264	318	...	2	...
14	...	Bengal Doars	...	...	16	16	...	...	...
15	...	Bhavnagar State ...	...	...	22	22	...	...	...
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	219	...	283	502	...	...	1
16	...	Burma	12	...	323	335	...	...	2
18	...	Dibru-Sadiya	...	...	26	26	...	...	...
3	(*c*) to (*e*)	Eastern Bengal	94	80	86	260	...	...	1
19	...	Gondal-Porbandar State ...	...	...	17	17	...	...	...
20	...	Jamnagar	...	...	4	4	...	...	...
21	(*a*) to (*e*)	Jodhpur-Bikaner ...	...	...	107	107	1	...	5
22	...	Junagad State	...	...	13	13	...	...	2
6	(*d*) to (*m*)	Madras and Southern Mahratta	42	27	237	306	...	...	8
23	...	Morvi	5	2	5	12	...	...	1
7	(*c*) to (*e*)	Nizam's Guaranteed State ...	17	15	38	70	...	1	3
26	(*a*) & (*b*)	Rohilkund and Kumaon ...	7	2	56	65	...	...	...
10	(*b*) to (*j*)	South Indian	35	...	287	322	...	...	4
27	...	Udaipur-Chitorgarh ...	...	...	4	4	...	...	...
		Total ...	490	126	1,896	2,512	1	3	28

DIX 16.

railway on the 31st March 1916.

VEHICLES.

Reserved carriages.			Dining cars.			First class carriages.			Number.
4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	Main head.
11	12	13	14	15	16	17	18	19	20
36	...	3	...	...	5	25	...	...	1
25	5	5	...	...	5	1	...	6	2
24	...	4	...	...	2	11	...	2	3
51	2	8	...	...	9	53	...	22	4
32	...	4	...	...	21	50	...	27	5
13	6	1	...	...	4	16	...	...	6
16	...	1	...	...	...	9	...	...	7
*100	6	17	†2	...	16	43	...	4	8
28	...	2	...	...	3	32	...	...	9
4	2	...	1	...	...	4	1	...	10
...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...
329	21	45	3	...	65	244	1	61	
26	...	8	...	...	3	...	...	...	12
15	9	2	...	3	...	5	28	...	13
4	1	...	...	...	...	...	3	...	14
3	...	1	...	...	...	7	...	...	15
33	...	15	...	...	5	41	...	4	2
25	1	18	...	...	1	12	...	2	16
...	...	...	...	...	...	...	...	...	18
20	10	6	...	...	1	16	...	8	3
6	...	1	...	...	...	2	...	...	19
2	...	...	...	...	...	3	...	...	20
14	...	1	1	...	...	4	...	...	21
5	...	2	...	...	...	1	...	...	22
12	...	6	...	...	8	41	...	8	6
3	...	...	...	...	...	...	...	...	23
4	5	2	...	...	...	...	6	...	7
*5	4	...	...	...	1	5	3	...	26
9	...	15	...	...	6	13	...	25	10
1	...	...	...	...	...	1	...	...	27
187	30	77	1	3	25	151	40	47	

* Includes 12 carriages for tourists.
† These are dining cars for Indian passengers.

APPEN

Rolling-stock under different heads on each

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway.	Engines.				Coaching		
							Saloons, Royal and State.		
Main head.	Sub-head.		Employed exclusively on passenger working.	Employed exclusively on goods working.	Employed on mixed working or on both passenger working and goods working.	Total.	4-wheeled.	6-wheeled.	Bogie.
1	2	3	4	5	6	7	8	9	10
		2' 6" gauge.							
30	...	Arrah-Sasaram Light ...	...	...	5	5	...	...	...
31	...	Bangalore-Chik Ballapur Light	...	...	2	2	...	...	...
33	...	Baraset-Basirhat Light ...	...	...	7	7	...	...	...
34	...	Barsi Light	...	...	17	17	...	...	...
1	(*b*), (*c*), (*e*), (*g*) & (*h*).	Bengal-Nagpur	...	...	106	106	...	...	...
35	(*a*)	Bengal Provincial ...	...	...	6	6	...	...	...
2	(*m*) *to* (*r*)	Bombay, Baroda and Central India.	...	...	29	29	2	...	1
36	...	Bukhtiarpur-Bihar Light ...	...	...	4	4	...	...	...
37	...	Burdwan-Katwa	...	...	4	4	...	...	...
39	...	Champaner-Shivrajpur Light ...	...	...	4	4	...	...	...
40	...	Cutch State	...	...	5	5	...	...	...
41	...	Dehri-Rohtas Light ...	...	...	3	3	...	...	...
42	...	Dholpur-Bari	...	...	4	4	...	...	...
5	(*h*)	Dhond-Baramati	...	...	2	2	...	...	...
3	(*c*)	Eastern Bengal	...	...	5	5	...	...	...
5	(*i*)	Ellichpur-Yeotmal ...	...	...	7	7	...	...	...
45	...	Godhra-Lunavada ...	...	...	2	2	...	...	...
8	(*o*), (*q*) & (*r*)	Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	...	...	30	30	...		...
46	...	Jessore-Jhenidah ...	...	...	5	5	...	...	...
8	(*p*)	Kalka-Simla	...	...	24	24	...	...	...
48	...	Kolar District ...	...	...	3	3	...	...	...
49	...	Madaya Light	...	Information not available.		...	...	...	...
10	(*k*) & (*l*)	Morappur-Hosur and Tirupattur-Krishnagiri.	...	...	9	9	...	...	...
23	...	Morvi	3	1	1	5	...	...	...
1	(*d*)	Mourbhanj State ...	...	...	3	3	...	...	...
50	...	Nadiad-Kapadvanj ...	...	...	3	3	...	...	...
1	(*f*)	Parlakimedi Light ...	...	...	3	3	...	...	1
26	(*c*)	Powayan Light ...	...	...	5	5	...	...	...
51	...	Shahadara (Delhi)-Saharanpur Light.	...	...	8	8	...	...	...
52	...	Tezpore-Balipara Light ...	...	...	3	3	...	...	...
8	(*s*)	Trans-Indus (Kalabagh-Bannu)	...	...	17	17	...	...	...
		Total ...	3	1	326	330	2	...	2
		2' 0" gauge.							
55	(*a*) & (*b*)	Darjeeling-Himalayan ...	...	...	22	22	...	...	...
54	...	Gwalior Light	...	...	26	26	...	...	2
55	...	Howrah-Amta Light ...	...	...	17	17	...	...	...
56	...	Howrah-Sheakhala Light ...	...	...	4	4	...	...	...
57	...	Jagadhri Light	...	...	2	2	...	...	...
58	...	Jorhat (Provincial) ...	...	...	8	8	...	...	...
59	...	Kulase-Karapatnam-Tissianvillai Light.	...	...	4	4	...	...	...
5	(*j*)	Matheran Light	...	...	5	5	...	...	...
21	(*f*)	Pipar-Bilara Light ...	...	...	2	2	...	...	...
60	...	Tarikere-Narasimharajapura ...	...	...	2	2	...	...	...
		Total ...	...	...	92	92	...	...	2
		Grand total ...	1,982	2,769	3,997	8,748	8	4	57

DIX 16—*contd.*

railway on the 31st March 1916.

VEHICLES.										NUMBER.
RESERVED CARRIAGES.			DINING CARS.			FIRST CLASS CARRIAGES.				
4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.		Main head.
11	12	13	14	15	16	17	18	19		20
1	...	...	...	...	...	2	...	...		30
...	...	...	...	...	...	...	...	...		31
1	...	...	...	...	...	...	...	...		33
...	...	1	...	...	...	...	...	...		34
...	...	7	...	...	...	...	...	2		1
1	...	...	...	...	...	...	...	...		35
...	...	1	...	...	...	...	...	...		2
...	...	...	...	...	...	1	...	...		36
...	...	...	...	...	...	...	...	...		37
...	...	...	...	...	...	...	...	...		39
...	...	...	...	...	...	...	...	1		40
...	...	1	...	...	...	...	...	1		41
...	...	1	...	...	...	...	...	...		42
...	...	...	...	...	...	...	...	...		5
2	...	...	...	...	...	...	...	...		3
...	...	...	...	...	...	...	...	...		5
...	...	...	...	...	...	...	...	...		45
3	...	1	...	...	...	4	...	...		8
...	...	...	...	...	...	...	...	...		46
1	...	4	...	...	...	1	...	...		8
...	...	...	...	...	...	...	...	...		48
...	...	...	...	...	...	...	...	...		49
...	...	...	...	...	...	...	...	...		10
1	...	2	...	...	...	...	...	...		23
...	...	...	...	...	...	2	...	...		1
...	...	...	...	...	...	...	...	...		50
...	...	...	...	...	...	...	...	...		1
1	...	...	...	...	...	...	...	...		26
1	...	...	...	...	...	3	...	...		51
...	...	...	...	...	...	...	...	...		52
1	...	...	...	...	...	...	...	...		8
13	...	18	...	...	...	13	...	4		
2	...	4	...	...	...	14	...	1		53
...	...	1	...	...	...	...	...	7		54
1	...	...	...	...	...	...	...	...		55
...	...	...	...	...	...	...	...	...		56
...	...	...	...	...	...	...	...	...		57
...	...	...	...	...	2	...	...	5		58
...	...	...	...	...	...	...	...	...		59
2	...	...	...	...	...	14	...	...		5
...	...	...	...	...	...	...	...	...		21
...	...	...	...	...	...	...	...	...		60
5	...	5	...	...	2	28	...	13		
534	51	145	4	3	92	436	41	125		

APPEN

Rolling-stock under different heads on each

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway.	COACHING								
			Composite, 1st and 2nd Class.			Composite, 1st, 2nd and 3rd Class. (For servants or otherwise.)			Other Composite carriages.		
Main head.	Sub-head.		4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.
21	22	23	24	25	26	27	28	29	30	31	32
		5′ 6″ gauge.									
1	(*a*)	Bengal-Nagpur ...	41	...	41	...	...	6	5	...	3
2	(*a*) to (*e*)	Bombay, Baroda and Central India.	23	4	52	...	...	14	...	...	10
3	(*a*) & (*b*)	Eastern Bengal ...	42	...	30	...	...	...	...	...	32
4	(*a*) to (*c*)	East Indian	38	...	98	...	...	...	12	...	27
5	(*a*) to (*g*)	Great Indian Peninsula ...	61	...	143	...	...	12	...	...	*42
6	(*a*) to (*c*)	Madras and Southern Mahratta.	51	...	13	...	...	18	10	...	27
7	(*a*) & (*b*)	Nizam's Guaranteed State	12	...	4	...	...	3	...	...	2
8	(*a*) to (*n*)	North Western ...	101	...	...	...	...	185	10	...	31
9	(*a*) & (*b*)	Oudh and Rohilkhand ...	44	...	15	...	...	...	4	...	51
10	(*a*)	South Indian	20	...	12	...	...	19	...	...	6
...	...	Bombay Port Trust ...	...	...	...	...	...	...	...	...	...
...	...	Calcutta Port Commissioners'	...	...	...	...	...	...	...	...	...
		Total ...	433	4	408	...	...	257	41	...	231
		3′ 3¾″ gauge.									
12	(*a*)	Assam-Bengal... ...	6	...	28	...	...	...	...	...	†35
13	...	Bengal and North-Western	31	17	16	...	...	...	...	...	1
14	...	Bengal Doors... ...	1	6	...	...	...	...	...	...	...
15	...	Bhavnagar State ...	3	...	7	...	...	2	...	...	1
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	44	...	71	...	...	45	...	...	6
16	...	Burma	26	...	28	...	...	49	...	...	23
18	...	Dibru-Sadiya	6	...	6	...	...	...	...	...	...
3	(*c*) to (*e*)	Eastern Bengal	48	...	37	...	...	...	...	...	27
19	...	Gondal-Porbandar State ...	3	...	7	...	...	...	...	...	...
20	...	Jamnagar	2	...	...	...	...	...	...	...	...
21	(*a*) to (*e*)	Jodhpur-Bikaner ...	21	...	3	...	...	...	1	...	‡16
22	...	Junagad State ...	3	...	4	...	...	1	1	...	...
6	(*d*) to (*m*)	Madras and Southern Mahratta.	44	...	15	...	...	12	...	...	19
23	...	Morvi	6	...	3	...	...	...	...	...	...
7	(*c*) to (*e*)	Nizam's Guaranteed State...	...	11	9	...	...	...	...	2	3
26	(*a*) & (*b*)	Rohilkund and Kumaon ...	8	3	6	...	...	2	...	...	4
10	(*b*) to (*j*)	South Indian	48	...	51	...	...	25	...	...	28
27	...	Udaipur-Chitorgarh ...	4	...	...	...	...	...	...	...	...
		Total ...	304	37	291	...	...	136	2	2	168

* Includes 4 composite restaurant and sleeping carriages.
† Includes 3 third class carriages with dining accommodation.
‡ Includes 3 composite first, second and dining cars.

DIX 16—*contd.*

railway on the 31st March 1916.

VEHICLES—*contd.*

Second class.			Second class with postal accommodation.	Intermediate class.					Composite, Intermediate and third class.	Intermediate and postal carriages.	Intermediate, third and postal carriages.	Lower class.	Third class carriages without brake compartments.		Number.
							Ambulance.								
4-wheeled.	6-wheeled.	Bogie.		4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	Bogie.					4-wheeled.	6-wheeled.	Main head.
33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
27	...	...	...	22	...	28	...	...	23	3	...	...	247	...	1
18	...	17	...	...	...	...	...	...	...	...	...	...	92	16	2
12	...	2	...	22	...	14	7	...	53	6	4	...	156	...	3
51	...	15	...	46	...	45	...	...	155	...	8	...	507	...	4
118	...	20	22	...	...	...	...	...	14	...	...	...	445	...	5
19	4	2	...	4	...	...	...	...	12	...	...	...	191	...	6
10	...	...	...	...	...	...	...	...	...	...	...	...	38	...	7
58	...	...	...	108	...	13	...	...	253	...	...	...	228	...	8
29	...	...	...	31	...	4	...	...	76	...	2	...	34	...	9
26	...	...	...	...	...	...	...	...	...	...	...	...	67	...	10
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
368	4	56	22	233	...	104	7	...	586	9	14	...	2,005	16	
...	...	...	...	...	...	...	...	...	15	...	...	...	...	...	12
8	26	...	...	...	32	...	...	...	84	...	...	...	221	343	13
...	...	...	...	...	...	...	...	...	5	...	...	...	3	19	14
5	...	...	2	...	...	...	...	...	...	...	...	...	45	...	15
31	...	...	...	24	...	4	...	...	11	3	...	...	446	...	2
28	...	...	...	...	...	...	...	...	...	...	...	...	190	...	16
...	...	...	...	...	...	...	...	...	...	...	...	...	33	...	18
7	...	...	...	39	...	12	...	...	67	2	2	...	188	...	3
4	...	...	2	...	...	...	...	...	...	...	...	...	32	...	19
...	...	...	...	...	...	...	...	...	...	...	...	...	14	...	20
9	...	...	...	16	...	3	...	...	...	...	...	...	64	...	21
1	...	...	1	...	...	...	...	...	...	...	...	...	11	...	22
21	...	7	...	...	...	...	...	...	7	...	2	...	232	...	6
1	...	...	3	...	...	...	...	...	...	...	...	...	28	...	23
...	10	...	...	...	...	...	...	...	...	...	...	...	...	51	7
2	3	...	...	3	...	...	...	...	10	...	8	...	69	29	26
24	...	15	...	...	...	...	...	...	...	...	...	...	265	1	10
1	...	...	...	...	...	...	...	...	2	...	...	...	18	...	27
142	39	22	8	82	32	19	...	...	201	5	12	...	1,859	443	

APPEN

Rolling-stock under different heads on each

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway.	COACHING								
			Composite, 1st and 2nd class.			Composite, 1st, 2nd and 3rd class. (For servants or otherwise.)			Other composite carriages.		
Main head.	Sub-head.		4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.
21	22	23	24	25	26	27	28	29	30	31	32
		2' 6" gauge.									
30	...	Arrah-Sasaram Light ...	...	...	...	...	...	...	...	...	...
31	...	Bangalore-Chik Ballapur Light.	...	...	1	...	...	...	...	...	...
33	...	Baraset-Basirhat Light ...	4	...	...	...	...	...	...	...	...
34	...	Barsi Light	...	...	4	...	...	...	...	...	6
1	(*b*), (*c*), (*e*), (*g*) & (*h*).	Bengal-Nagpur ...	2	...	21	...	...	2	...	...	6
35	(*a*)	Bengal Provincial ...	2	...	...	...	...	...	1	...	...
2	(*m*) to (*r*)	Bombay, Baroda and Central India.	...	...	...	...	...	...	...	...	10
36	...	Bukhtiarpur-Bihar Light ...	2	...	...	...	...	...	...	...	...
37	...	Burdwan-Katwa ...	4	...	...	...	...	...	...	...	...
39	...	Champaner-Shivrajpur Light	...	...	...	...	...	...	...	...	2
40	...	Cutch State	...	...	1	...	...	...	...	...	1
41	...	Dehri-Rohtas Light ...	...	...	...	...	...	...	...	...	...
42	...	Dholpur-Bari ...	...	...	...	...	...	...	...	...	2
5	(*h*)	Dhond-Baramati ...	...	...	...	...	...	...	...	...	1
3	(*c*)	Eastern Bengal ...	6	...	...	...	...	...	5	...	...
5	(*i*)	Ellichpur-Yeotmal ...	...	...	...	...	...	...	...	...	5
45	...	Godhra-Lunavada ...	...	...	...	...	...	...	...	...	2
8	(*o*), (*q*) & (*r*)	Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	12	...	...	...	...	...	...	...	...
46	...	Jessore-Jhenidah ...	3	...	...	...	...	...	...	...	...
8	(*p*)	Kalka-Simla	1	...	24	...	...	4	...	...	...
48	...	Kolar District ...	...	...	...	...	...	1	...	...	2
49	...	Madaya Light ...	Information not available.			...	...	...	...	...	...
10	(*k*) & (*l*)	Morappur-Hosur and Tirupattur-Krishnagiri.	...	...	...	...	...	...	...	...	6
23	...	Morvi	...	...	4	...	...	...	...	...	2
1	(*d*)	Mourbhanj State ...	...	...	...	...	...	...	...	...	2
50	...	Nadiad-Kapadvanj ...	...	...	...	...	...	...	...	...	2
1	(*f*)	Parlakimedi Light ...	...	...	...	...	...	...	...	...	1
26	(*o*)	Powayan Light ...	3	...	...	...	...	...	...	...	...
51	...	Shahdara (Delhi)-Saharanpur Light.	...	...	...	...	...	...	...	...	...
52	...	Tezpore-Balipara Light ...	...	...	...	...	...	...	...	...	5
8	(*s*)	Trans-Indus (Kalabagh-Bannu).	2	...	...	...	...	...	...	...	5
		Total ...	41	...	55	...	...	7	6	...	60
		2' 0" gauge.									
53	(*a*) & (*b*)	Darjeeling-Himalayan ...	4	...	7	...	...	...	...	...	10
54	...	Gwalior Light ...	...	...	...	...	...	...	...	...	4
55	...	Howrah-Amta Light ...	5	...	...	...	...	...	4	...	2
56	...	Howrah-Sheakhala Light ...	1	...	...	...	...	...	2	...	2
57	...	Jagadhri Light ...	1	...	...	...	...	...	...	...	...
58	...	Jorhat (Provincial) ...	...	...	...	...	...	1	...	...	...
59	...	Kulasekarapatnam-Tissianvillai Light.	...	...	...	...	...	...	...	...	...
5	(*j*)	Matheran Light ...	1	...	...	...	...	1	2	...	...
21	(*f*)	Pipar-Bilara Light ...	...	...	...	...	...	...	...	...	2
60	...	Tarikere-Narasimharajapura.	...	...	...	...	...	...	...	...	...
		Total ...	12	...	7	...	...	2	8	...	20
		Grand total ...	790	41	761	...	...	402	57	2	474

DIX 16—*contd.*

railway on the 31st March 1916.

VEHICLES—*contd.*

Second class.			Second class with postal accommodation.	Intermediate class.					Composite, intermediate and third class.	Intermediate and postal carriages.	Intermediate, third and postal carriages.	Lower class.	Third class carriages without brake compartments.		Number.
							Ambulance.								
4-wheeled.	6-wheeled.	Bogie.		4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	Bogie.					4-wheeled.	6-wheeled.	Main head.
33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
...	...	...	...	2	...	...	...	...	...	...	...	...	18	...	30
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	31
...	...	...	...	5	...	...	...	...	1	...	...	...	27	...	33
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	34
...	...	3	...	...	...	3	...	...	20	...	...	...	14	...	1
...	...	...	...	...	...	...	...	...	2	...	...	...	13	...	35
1	...	11	...	...	...	...	...	...	...	...	...	71	...	...	2
...	...	...	...	3	...	...	...	...	...	...	...	...	12	...	36
...	...	...	...	3	...	...	...	...	...	...	...	...	19	...	37
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	39
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	40
...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	41
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	42
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5
...	...	...	...	2	...	...	...	...	2	...	...	...	25	...	3
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	45
2	...	...	...	8	...	...	...	...	...	...	...	...	38	...	8
...	...	...	...	...	...	...	...	...	2	...	...	...	5	...	46
2	...	...	...	...	...	...	...	...	6	...	...	...	11	...	8
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	48
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	49
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10
3	...	...	2	...	...	...	...	...	...	...	...	...	10	...	23
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	50
...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	1
...	...	...	...	...	...	...	...	...	...	...	...	...	10	...	26
...	...	...	...	...	...	...	...	...	...	3	...	...	27	...	51
...	...	...	...	...	...	...	...	...	...	...	...	9	...	...	52
...	...	...	...	...	...	...	...	...	1	...	...	...	6	...	8
8	...	14	2	28	...	3	...	...	35	3	...	82	235	...	
18	...	...	...	...	...	...	...	...	...	...	...	...	24	...	53
5	...	...	...	...	...	...	...	...	...	...	...	...	24	...	54
...	...	...	...	4	...	...	...	...	...	...	...	...	82	...	55
...	...	...	...	3	...	...	...	...	...	...	...	...	18	...	56
...	...	...	...	...	...	...	...	...	...	...	...	3	...	...	57
...	...	...	...	...	...	...	...	...	2	...	1	19	...	...	58
...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	59
7	...	...	...	...	...	...	...	...	...	...	...	...	6	...	5
...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	21
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	60
30	...	...	...	7	...	...	...	...	2	...	1	22	157	...	
548	43	92	32	345	32	126	7	...	824	17	27	104	4,256	459	

APPEN

Rolling-stock under different heads on each

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway.	COACHING								
			Third class carriages without brake compartments—*concld.*			Third class carriages with brake compartments.					
				Ambulance.					Ambulance.		
Main head.	Sub-head.		Bogie.	4-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	Bogie.	Third class and postal vans.
49	50	51	52	53	54	55	56	57	58	59	60
		5′ 6″ gauge.									
1	(*a*)	Bengal-Nagpur ...	270	21	...	72	...	...	...	...	16
2	(*a*) to (*e*)	Bombay, Baroda and Central India	343	8	7	4	...	15	...	...	26
3	(*a*) & (*b*)	Eastern Bengal ...	126	...	...	23	...	27	...	...	6
4	(*a*) to (*c*)	East Indian	287	99	...	19	...	30	...	...	56
5	(*a*) to (*g*)	Great Indian Peninsula ...	290	15	21	97	...	16	22	10	31
6	(*a*) to (*c*)	Madras and Southern Mahratta	47	46	...	60	...	...	...	...	19
7	(*a*) & (*b*)	Nizam's Guaranteed State...	13	...	...	...	...	...	...	...	4
8	(*a*) to (*n*)	North Western ...	339	334	291	9	...	...	...	...	78
9	(*a*) & (*b*)	Oudh and Rohilkhand ...	41	170	117	2	...	7	15	...	40
10	(*a*)	South Indian	88	...	...	23	...	8	...	...	10
...	...	Bombay Port Trust ...	...	...	...	...	...	...	...	...	...
...	...	Calcutta Port Commissioners'	...	...	...	...	...	...	...	...	...
		Total ...	1,844	693	436	309	...	103	37	10	23 6
		3′ 3¾″ gauge.									
12	(*a*)	Assam-Bengal ...	141	...	...	...	...	...	...	...	22
13	...	Bengal and North-Western	233	...	...	...	...	...	...	...	25
14	...	Bengal Dooars ...	4	...	...	...	...	...	...	...	4
15	...	Bhavnagar State ...	20	...	...	...	...	...	...	...	1
2	(*f*) to (*l*)	Bombay, Baroda and Central India	513	5	...	26	...	...	...	...	41
16	...	Burma ...	254	54	...	8	...	27	...	7	50
18	...	Dibru-Sadiya	9	...	...	...	...	...	...	...	3
3	(*c*) to (*e*)	Eastern Bengal ...	181	...	...	...	...	2	...	...	16
19	...	Gondal-Porbandar State ...	11	...	...	2	...	1	...	...	2
20	...	Jamnagar	3	...	...	...	...	...	...	...	1
21	(*a*) to (*e*)	Jodhpur-Bikaner ...	62	...	...	1	...	...	...	...	12
22	...	Junagad State ...	13	...	...	1	...	...	...	...	1
6	(*d*) to (*m*)	Madras and Southern Mahratta	164	1	...	207	...	19	2	...	34
23	...	Morvi	9	...	...	1	...	...	...	...	1
7	(*c*) to (*e*)	Nizam's Guaranteed State ...	14	...	...	...	2	1	...	...	3
26	(*a*) & (*b*)	Rohilkund and Kumaon ...	51	...	...	2	...	...	...	...	1
10	(*b*) to (*j*)	South Indian	557	...	...	...	...	83	...	...	36
27	...	Udaipur-Chitorgarh ...	...	...	...	2	...	...	...	...	1
		Total ...	2,239	60	...	250	2	133	2	7	254

DIX 16—*contd.*

railway on the 31st March 1916.

VEHICLES—*concld.*

Brake-vans (used exclusively on passenger service).	Brake-vans with		Brake-vans fitted with postal compartments.	Postal vans.	Composite, postal and other carriages.	Prison vans.	Carriage trucks.	Horse boxes.	Luggage vans.	Produce vendors' vans.	Milk vans.	Fish vans.	Store, ice and stationery vans.	Miscellaneous.	Total coaching vehicles.	Total number of axles of coaching vehicles in use on the line.	Number.
	Intermediate class.	Third class.															Main head.
61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78
33	7	57	...	...	13	...	18	36	30	...	...	...	...	30	1,118	3,126	1
64	...	35	...	...	...	...	18	31	60	...	...	...	...	...	904	2,939	2
20	18	...	...	1	2	...	9	22	26	16	20	31	...	19	789	2,132	3
161	18	117	...	...	...	...	59	130	51	10	...	...	1	123	2,310	6,384	4
161	1	101	10	7	2	6	70	116	126	...	...	...	...	...	2,113	5,744	5
...	...	69	...	...	...	...	24	38	36	...	...	...	...	...	732	1,837	6
37	...	9	...	...	...	...	4	10	1	...	...	...	...	3	187	458	7
385	...	159	6	...	8	...	54	158	32	...	...	...	25	133	3,136	8,772	8
182	...	10	...	...	...	...	23	77	21	...	...	...	8	...	1,084	2,768	9
...	...	29	3	4	...	...	8	18	8	...	...	...	...	...	361	1,057	10
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
993	44	586	19	12	25	6	287	636	391	26	20	31	34	308	12,734	35,217	
...	101	...	...	...	...	...	...	20	14	...	...	3	...	1	424	1,384	12
...	...	...	...	...	...	...	5	30	1	...	...	...	...	...	1,137	3,336	13
...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	51	146	14
14	...	3	...	...	...	...	2	5	...	...	...	...	...	...	121	306	15
17	...	82	...	...	...	2	39	80	17	...	...	...	...	4	1,610	4,812	2
...	...	78	...	...	...	3	1	37	17	...	...	...	...	94	1,035	3,149	16
8	...	...	...	...	...	...	...	7	4	...	...	2	...	2	80	196	18
10	2	...	...	3	2	2	7	32	57	...	...	23	...	32	860	2,374	3
7	...	3	...	...	2	...	3	2	...	...	...	...	...	...	90	230	19
4	...	...	...	...	...	...	...	1	...	...	...	...	...	...	30	66	20
6	...	9	...	...	...	...	2	14	...	...	...	...	1	2	268	764	21
3	...	3	...	...	...	...	2	3	1	...	...	...	...	...	59	168	22
...	...	298	...	...	...	6	20	47	24	...	...	...	...	11	1,275	3,234	6
5	...	2	...	...	...	...	...	4	1	...	...	...	...	...	68	166	23
22	...	12	...	...	2	...	2	12	...	...	...	...	...	...	177	538	7
...	...	6	10	...	...	...	...	12	...	...	...	...	...	...	247	696	26
31	...	103	...	...	...	...	8	24	15	...	...	...	...	48	1,464	4,847	10
...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	31	62	27
157	103	599	10	3	6	13	91	332	151	...	...	28	1	194	9,027	26,474	

APPEN

Rolling-stock under different heads on each

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway.	COACHING								
			Third class carriages without brake compartments—*concld.*			Third class carriages with brake compartments.					Third class and postal vans.
				Ambulance.					Ambulance.		
Main head.	Sub-head.		Bogie.	4-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	Bogie.	
49	50	51	52	53	54	55	56	57	58	59	60
		2' 6" gauge.									
30	...	Arrah-Sasaram Light ...	...	...	...	...	...	...	...	...	...
31	...	Bangalore-Chik Ballapur Light.	2	...	...	...	...	4	...	...	...
33	...	Baraset-Basirhat Light ...	3	...	...	...	...	...	...	...	1
34	...	Barsi Light	32	...	...	...	...	...	...	...	...
1	(*b*), (*c*), (*e*), (*g*) & (*h*)	Bengal-Nagpur ...	152	...	...	3	...	...	...	...	...
35	(*a*)	Bengal Provincial	1	...	...	2	...	...	...	...	...
2	(*m*) to (*r*)	Bombay, Baroda and Central India.	...	...	...	...	...	...	...	...	...
36	...	Bukhtiarpur-Bihar Light...	...	...	...	...	...	...	...	...	1
37	...	Burdwan-Katwa ...	...	...	...	...	...	...	...	...	3
39	...	Champaner-Shivrajpur Light	2	...	...	...	...	...	...	...	...
40	...	Cutch State	4	...	...	...	...	...	...	...	...
41	...	Debri-Rohtas Light ...	2	...	...	...	...	...	...	...	...
42	...	Dholpur-Bari	3	...	...	...	...	2	...	...	...
5	(*h*)	Dhond-Baramati ...	2	...	...	...	...	2	...	...	...
3	(*c*)	Eastern Bengal ...	...	...	...	7	...	...	...	...	2
5	(*i*)	Ellichpur-Yeotmal ...	6	...	...	...	...	5	...	...	...
45	...	Godhra-Lunavada ...	4	...	...	...	...	...	...	...	...
8	(*o*), (*q*) & (*r*)	Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	26	...	...	...	...	...	...	...	...
46	...	Jessore-Jhenidah ...	...	...	...	...	...	...	...	...	2
8	(*p*)	Kalka-Simla	28	...	...	...	...	...	...	...	...
48	...	Kolar District ...	2	...	...	...	...	1	...	...	...
49	...	Madaya Light ...	Information not available.				...	...	...	...	...
10	(*k*) & (*l*)	Morappur-Hosur and Tirapattur-Krishnagiri.	18	...	...	...	...	...	...	...	...
23	...	Morvi	11	...	...	...	...	...	...	...	2
1	(*d*)	Mourbhanj State ...	5	...	...	...	...	...	...	...	...
50	...	Nadiad-Kapadvanj ...	5	...	...	...	...	...	...	...	...
1	(*f*)	Parlakimedi Light ...	5	...	...	...	...	...	...	...	...
26	(*c*)	Powayan Light ...	...	...	...	4	...	...	...	...	...
51	...	Shahdara (Delhi)-Saharanpur Light.	...	...	...	6	...	...	...	...	3
52	...	Tezpore-Balipara Light ...	...	...	...	...	...	...	...	...	...
8	(*s*)	Trans Indus (Kalabagh-Bannu).	23	...	...	...	...	...	...	...	3
		Total ...	336	...	...	22	...	14	...	...	17
		2' 0" gauge.									
53	(*a*)&(*b*)	Darjeeling Himalayan ...	13	...	...	4	...	1	...	...	...
54	...	Gwalior Light ...	19	...	...	...	...	...	...	...	...
55	...	Howrah-Amta Light ...	8	...	...	...	...	...	...	...	...
56	...	Howrah-Sheakhala Light ...	4	...	...	...	...	...	...	...	...
57	...	Jagadhri Light ...	...	...	...	...	...	...	...	...	...
58	...	Jorhat (Provincial) ...	...	...	...	...	...	...	...	...	...
59	...	Kulasekarapatnam-Tissian villai Light.	22	...	...	...	...	...	...	...	...
5	(*i*)	Matheran Light ...	...	...	...	...	...	...	...	...	...
21	(*f*)	Pipar-Bilara Light ...	1	...	...	...	...	...	...	...	...
60	...	Tarikere Narasimharajapura	...	...	...	...	...	...	...	...	...
		Total ...	67	...	...	4	...	1	...	...	...
		Grand Total ...	4,486	753	436	585	2	251	39	17	557

DIX 16— *contd.*

railway on the 31st March 1916.

VEHICLES—*concld.*

Brake-vans (used exclusively on passenger service).	Brake-vans with		Brake-vans fitted with postal compartments.	Postal vans.	Composite, postal and other carriages.	Prison vans.	Carriage trucks.	Horse boxes.	Luggage vans.	Produce vendors' vans.	Milk vans.	Fish vans.	Store, ice and stationery vans.	Miscellaneous.	Total coaching vehicles.	Total number of axles of coaching vehicles in use on the line.	Number.
	Intermediate class.	Third class.															Main head.
61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23	46	30
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7	28	31
...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	45	96	33
...	...	2	4	...	...	...	...	...	...	...	...	...	...	...	49	196	34
...	...	40	...	...	8	...	...	6	...	...	...	...	...	...	289	1,118	1
1	2	...	...	...	...	...	...	...	...	...	...	...	...	...	25	50	35
...	...	3	...	...	...	...	...	2	...	...	...	...	...	1	103	400	2
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19	38	36
5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	34	68	37
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	16	39
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7	28	40
...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	8	26	41
...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	9	34	42
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	20	5
...	3	...	...	...	...	...	...	...	...	...	...	...	...	1	55	110	3
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16	64	5
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	24	45
2	...	...	6	...	...	...	...	...	...	...	...	...	...	...	102	258	8
...	3	1	...	...	...	...	...	...	...	...	...	2	...	...	18	36	46
...	...	...	...	3	8	...	...	...	6	...	...	...	1	6	106	372	8
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	24	48
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	49
...	...	11	...	...	...	...	...	...	...	...	...	...	...	...	35	140	10
4	...	...	...	...	...	...	...	2	...	...	...	...	...	...	43	124	23
...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	11	36	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7	28	50
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	9	36	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18	36	26
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	43	86	51
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14	56	52
...	...	6	...	...	...	...	...	3	...	...	...	...	...	...	50	182	8
12	11	66	12	3	16	...	...	14	6	...	...	2	1	8	1,166	3,776	
...	...	2	4	...	1	...	...	...	5	...	...	5	...	1	120	320	53
...	...	14	...	...	...	...	4	5	...	...	...	...	1	1	87	252	54
...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	108	240	55
...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	32	80	56
...	...	...	...	...	...	...	...	...	4	...	...	...	...	...	4	8	57
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	34	94	58
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23	90	59
...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	35	72	5
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	16	21
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	60
...	5	17	4	...	1	...	4	5	9	...	...	5	1	2	448	1,172	
1,162	163	1,268	45	18	48	19	382	987	557	26	20	66	37	512	23,375	66,63	

APPEN

Rolling-stock under different heads on each

[In this statement the few six-wheeled wagons in use on Indian railways

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway.	Goods							
			Covered goods wagons, bogie.		Covered goods wagons, 4-wheeled.		High-sided wagons, bogie.	High-sided wagons, 4-wheeled.	Medium-sided wagons, bogie.	Medium-sided wagons, 4-wheeled.
Main head.	Sub-head.		Ordinary.	Military.	Ordinary.	Military.				
79	80	81	82	83	84	85	86	87	88	89
		5′ 6″ gauge.								
1	(*a*)	Bengal-Nagpur	...	...	4,851	1,575	...	...	...	728
2	(*a*) to (*e*)	Bombay, Baroda and Central India	...	...	3,843	1,249	...	1,785	...	281
3	(*a*) & (*b*)	Eastern Bengal	...	...	3,847	1,891	...	52	...	...
4	(*a*) to (*c*)	East Indian	...	...	13,608	7,030	...	7,512	...	...
5	(*a*) to (*g*)	Great Indian Peninsula ...	508	...	6,888	4,485	101	3,734	...	...
6	(*a*) to (*c*)	Madras and Southern Mahratta	...	...	1,735	1,124	...	1,169	...	...
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	...	...	102	410	10	1,139	...	...
8	(*a*) to (*n*)	North Western	...	509	13,752	6,115	70	2,688	...	...
9	(*a*) & (*b*)	Oudh and Rohilkhand ...	...	...	3,553	3,555	...	...	...	...
10	(*a*)	South Indian	...	...	459	426	...	431	...	...
...	...	Bombay Port Trust ...	...	...	104	...	...	...	...	250
...	...	Calcutta Port Commissioners'	...	...	1,184	...	...	180	1	...
		Total ...	508	509	53,926	27,860	181	18,685	1	1,259
		3′ 3¾″ gauge.								
12	(*a*)	Assam-Bengal	100	...	2,946	...	56	110	...	...
13	...	Bengal and North-Western ...	200	...	5,595	2,107	...	...	...	...
14	...	Bengal Dooars	...	...	360	...	...	...	...	...
15	...	Bhavnagar State ...	...	...	82	76	...	12	...	...
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	475	...	3,127	2,231	...	117	...	152
16	...	Burma	473	75	4,323	65	16	60	...	310
18	...	Dibru-Sadiya	...	...	343	...	...	864	...	...
3	(*c*) to (*e*)	Eastern Bengal	1,227	...	2,226	425	2	...	...	...
19	...	Gondal-Porbandar State ...	...	...	92	36	...	9	...	...
20	...	Jamnagar	...	...	40	...	...	...	...	...
21	(*a*) to (*e*)	Jodhpur-Bikaner ...	5	...	1,484	50	...	...	...	...
22	...	Junagad State	...	...	52	...	...	4	...	...
6	(*d*) to (*m*)	Madras and Southern Mahratta	128	...	4,358	221	63	170	182	268
23	...	Morvi	...	...	29	...	15	62	...	...
7	(*c*) to (*e*)	Nizam's Guaranteed State ...	...	...	440	250	2	237	...	...
26	(*a*) & (*b*)	Rohilkund and Kumaon ...	...	...	1,415	250	...	...	...	...
10	(*b*) to (*j*)	South Indian	878	...	1,347	400	181	612	6	...
27	...	Udaipur-Chitorgarh ...	...	...	33	8	...	...	...	...
		Total ...	3,486	75	28,292	6,119	335	2,257	188	730

DIX 16—*contd.*

railway on the 31st March 1916.

have been included with four-wheeled wagons.]

VEHICLES.

Low-sided wagons, bogie.		Low-sided wagons, 4-wheeled.		Coal or coke wagons.	Cattle wagons.	Accident vans.	Platform wagons.	Powder vans.	Timber trucks.	Bolster trucks.		Number.
Ordinary.	Military.	Ordinary.	Military.							Double.	Single.	Main head.
90	91	92	93	94	95	96	97	98	99	100	101	102
...	...	178	28	6,722	30	23	...	6	112	116	118	1
...	195	26	...	761	...	23	...	14	...	...	...	2
...	...	453	417	...	1	16	...	5	8	45	53	3
...	...	2,756	1,525	643	25	36	93	31	200	...	...	4
...	...	25	...	586	...	63	6	34	234	...	44	5
...	...	...	229	...	1	20	4	13	123	...	...	6
...	...	...	...	...	...	3	...	...	10	...	10	7
...	242	431	1,690	...	...	...	12	90	515	...	...	8
...	...	12	258	180	...	9	...	8	163	...	...	9
...	...	...	...	...	...	3	...	13	212	...	...	10
...	...	186	...	...	...	...	...	...	...	...	...	...
...	...	280	...	...	...	2	55	...	4	2	20	...
...	437	4,347	4,142	8,892	57	198	170	214	1,581	163	245	
...	...	212	...	...	4	5	...	3	104	...	...	12
...	28	468	25	*150	...	...	2	1	304	...	...	13
...	...	48	...	...	5	1	...	...	32	...	...	14
11	...	261	...	...	3	...	...	2	10	...	...	15
226	703	48	740	314	...	20	...	35	52	...	...	2
95	...	...	339	38	410	15	...	9	117	213	150	16
...	...	70	...	...	...	...	...	1	72	...	...	18
...	...	478	288	...	...	11	171	2	286	...	...	3
7	...	183	...	...	2	...	...	1	9	...	...	19
...	...	40	...	...	...	...	...	...	...	...	...	20
201	...	199	...	...	36	...	...	4	...	...	...	21
2	...	138	...	...	2	...	...	2	3	...	...	22
...	...	65	129	350	...	14	47	13	125	30	...	6
2	...	...	...	...	2	1	...	1	...	...	...	23
...	...	...	...	...	...	3	...	...	20	...	20	7
...	...	242	...	...	...	7	...	2	76	...	...	26
27	...	...	...	30	...	...	...	9	99	...	...	10
...	...	10	...	...	...	...	...	...	...	...	...	27
571	731	2,462	1,521	882	464	77	220	85	1,309	243	170	

* These are 5' 6" gauge coal wagons purchased from, and kept for use on, the East Indian railway.

APPEN

Rolling-stock under different heads on each

[In this statement the few six-wheeled wagons in use on Indian railways

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway.	GOODS							
			Covered goods wagons, bogie.		Covered goods wagons, 4-wheeled.		High-sided wagons, bogie.	High-sided wagons, 4-wheeled.	Medium-sided wagons, bogie.	Medium-sided wagons, 4-wheeled.
Main head.	Sub-head.		Ordinary.	Military.	Ordinary.	Military.				
79	80	81	82	83	84	85	86	87	88	89
		2' 6" gauge.								
30	...	Arrah-Sasaram Light ...	...	...	27	...	...	...	...	...
31	...	Bangalore-Chik Ballapur Light.	6	...	...	...	...	4	...	...
33	...	Baraset-Basirhat Light ...	...	...	6	...	...	39	...	...
34	...	Barsi Light	132	...	...	...	10	...	...	...
1	(*b*), (*c*), (*e*), (*g*) & (*h*).	Bengal-Nagpur ...	237	416	20	...	...	...	480	...
35	(*a*)	Bengal Provincial ...	...	...	20	...	...	...	...	...
2	(*m*) to (*r*)	Bombay, Baroda and Central India.	...	...	189	...	...	...	...	...
36	...	Bukhtiarpur-Bihar Light ...	...	...	14	...	...	28	...	...
37	...	Burdwan-Katwa ...	...	...	25	...	...	...	...	...
39	...	Champaner-Shivrajpur Light	5	...	...	...	6	...	6	1
40	...	Cutch State	...	...	...	...	...	15	...	...
41	...	Dehri-Rohtas Light ...	...	...	27	...	...	...	...	...
42	...	Dholpur-Bari	8	...	...	...	5	10	...	...
5	(*h*)	Dhond-Baramati ...	9	...	...	...	6	...	...	...
3	(*o*)	Eastern Bengal ...	...	...	80	...	...	...	...	...
5	(*i*)	Ellichpur-Yeotmal ...	70	...	...	...	16	...	...	...
45	...	Godhra-Lunavada ...	8	...	...	...	1	...	7	...
8	(*o*), (*q*) & (*r*)	Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	49	...	122	...	23	61	...	...
46	...	Jessore-Jhenidah ...	...	...	26	...	...	4	...	...
8	(*p*)	Kalka-Simla	49	...	16	...	50	...	...	...
48	...	Kolar District ...	4	...	6	...	...	...	...	...
49	...	Madaya Light ...	Information not available			...	...	...	...	...
10	(*k*) & (*l*)	Morappur-Hosur and Tirupattur-Krishnagiri.	30	...	...	...	48	...	...	...
23	...	Morvi	9	...	5	...	9	...	...	...
1	(*d*)	Mourbhanj State ...	6	...	2	...	...	...	...	...
50	...	Nadiad-Kapadvanj ...	12	...	...	...	...	...	16	...
1	(*f*)	Parlakimedi Light ...	2	...	...	...	...	...	...	...
26	(*c*)	Powayan Light ...	1	...	57	...	...	...	...	...
51	...	Shahdara (Delhi)-Saharanpur Light.	...	...	168	...	...	...	...	...
52	...	Tezpore Balipara Light ...	...	...	38	...	2	28	...	...
8	(*s*)	Trans Indus (Kalabagh-Bannu).	20	11	3	...	10	41	...	...
		Total ...	657	427	851	...	186	230	509	1
		2' 0" gauge.								
53	(*a*) & (*b*)	Darjeeling-Himalayan ...	57	...	120	...	18	...	...	...
54	...	Gwalior Light ...	14	...	178	...	16	89	...	...
55	...	Howrah-Amta Light ...	...	...	14	...	...	49	...	...
56	...	Howrah-Sheakhala Light ...	...	...	4	...	...	4	...	...
57	...	Jagadhri Light ...	...	...	1	...	...	...	...	...
58	...	Jorhat (Provincial) ...	52	...	...	...	23	...	...	...
59	...	Kulasekarapatnam-Tisiavillai Light.	...	...	...	...	...	...	...	20
5	(*j*)	Matheran Light ...	...	...	7	...	...	15	...	...
21	(*f*)	Pipar-Bilara Light ...	...	...	1	...	4	...	...	...
60	...	Tarikere-Narasimharajapura	...	...	...	...	...	...	...	...
		Total ...	123	...	325	...	61	157	...	20
		Grand Total ...	4,769	1,011	83,394	33,979	763	21,329	698	2,010

DIX 16—*contd.*

railway on the 31st March 1916.

have been included with four-wheeled wagons.]

VEHICLES.

Low-sided wagons, bogie.		Low-sided wagons, 4-wheeled.		Coal or coke wagons.	Cattle wagons.	Accident vans.	Platform wagons.	Powder vans.	Timber trucks.	Bolster trucks.		Number.
Ordinary.	Military.	Ordinary.	Military.							Double.	Single.	Main head.
90	91	92	93	94	95	96	97	98	99	100	101	102
...	...	20	...	...	...	...	...	...	...	...	...	30
...	...	8	...	...	...	...	...	...	...	...	...	31
...	...	...	...	...	...	...	...	...	...	...	...	33
59	...	...	...	...	...	...	...	...	...	...	...	34
25	...	30	...	195	...	5	...	...	43	...	...	1
41	...	...	...	...	...	...	...	...	...	...	...	35
292	...	113	...	...	...	...	...	1	...	...	...	2
4	...	12	...	...	...	...	...	...	...	...	...	36
...	...	15	...	...	...	...	...	...	...	...	...	37
...	...	64	...	...	...	...	...	1	...	...	...	39
14	...	...	...	...	...	...	...	...	...	...	...	40
12	...	30	...	...	...	...	...	...	...	...	...	41
...	...	25	...	...	...	...	...	...	...	...	...	42
...	...	...	...	...	...	...	...	...	...	...	...	5
...	...	11	...	...	...	...	1	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	...	...	5
...	...	...	...	...	...	...	...	...	...	...	...	45
...	...	...	...	...	...	...	12	2	27	...	...	8
...	...	8	...	...	...	...	2	...	2	...	...	46
...	...	1	...	...	...	...	...	1	4	...	...	8
...	...	4	...	...	...	...	...	...	...	...	...	48
...	...	...	...	...	...	...	...	...	...	...	...	49
...	...	...	...	...	...	...	...	...	...	...	...	10
38	...	...	...	...	...	...	...	...	...	...	...	23
10	...	1	...	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	...	...	...	50
12	...	2	...	...	...	...	...	...	...	...	...	1
...	...	3	...	...	...	...	...	...	2	...	...	26
...	...	36	...	...	...	...	...	...	2	...	...	51
...	...	7	...	...	...	...	...	...	4	...	...	52
...	...	9	...	...	...	...	5	...	...	...	...	8
507	...	399	...	195	...	5	20	5	84	...	...	
...	...	137	...	...	4	...	3	...	4	...	2	53
2	...	10	...	...	...	1	...	...	...	...	...	54
10	...	4	...	...	...	...	...	...	...	...	...	55
...	...	...	...	...	...	...	...	...	...	...	...	56
...	...	6	...	...	...	...	...	...	...	...	...	57
11	...	...	...	12	...	...	4	...	1	...	...	58
...	...	...	...	...	...	...	...	...	...	...	...	59
...	...	...	...	...	...	...	...	...	...	...	...	5
1	...	2	...	...	...	...	...	...	...	...	...	21
...	...	...	...	...	...	...	12	...	12	...	...	60
24	...	159	...	12	4	1	19	...	17	...	2	
1,102	1,168	7,367	5,663	9,981	525	281	429	304	2,991	406	417	

Rolling-stock under different heads on each

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway.	GOODS VEHICLES—*concld.*							
Main head.	Sub-head.		Ballast wagons.	Brake-vans (used indiscriminately on passenger, goods or mixed service).	Travelling oil tanks.	Travelling water tanks.	Travelling gas-holders.	Travelling cranes.	Miscellaneous.	Total goods vehicles.
103	104	105	106	107	108	109	110	111	112	113
		5′ 6″ gauge.								
1	(*a*)	Bengal-Nagpur	75	282	67	...	16	24	198	15,189
2	(*a*) to (*e*)	Bombay, Baroda and Central India.	640	217	24	30	11	17	263	9,379
3	(*a*) & (*b*)	Eastern Bengal	134	138	30	12	4	10	118	7,234
4	(*a*) to (*c*)	East Indian	289	959	85	1	10	34	61	34,898
5	(*a*) to (*g*)	Great Indian Peninsula ...	487	827	66	11	21	82	12	18,209
6	(*a*) to (*c*)	Madras and Southern Mahratta	95	206	38	11	12	16	24	4,820
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	114	37	...	4	1	2	11	1,853
8	(*a*) to (*n*)	North Western ...	360	423	109	99	35	70	15	27,220
9	(*a*) and (*b*)	Oudh and Rohilkhand ...	112	61	14	1	10	22	...	7,958
10	(*a*)	South Indian	55	70	7	1	6	5	12	1,700
...	...	Bombay Port Trust ...	...	...	...	...	...	...	10	550
...	...	Calcutta Port Commissioners	7	1	...	...	...	4	...	1,740
		Total ...	2,368	3,221	440	170	126	286	719	130,700
		5′ 3⅜″ gauge.								
12	...	Assam-Bengal	170	12	3	...	10	17	18	3,770
13	...	Bengal and North-Western ...	...	281	13	...	...	23	9	9,206
14	...	Bengal Dooars	...	16	...	...	...	3	...	465
15	...	Bhavnagar State ...	40	8	1	1	...	1	6	514
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	372	294	25	...	...	26	101	9,058
16	...	Burma	947	176	2	24	...	38	83	7,978
18	...	Dibru-Sadiya	...	21	6	...	...	2	...	1,379
3	(*c*) to (*e*)	Eastern Bengal	150	152	10	...	7	16	123	5,574
19	...	Gondal-Porbandar State ...	25	8	1	...	...	1	54	428
20	...	Jamnagar	...	...	...	...	...	...	...	80
21	(*a*) to (*e*)	Jodhpur-Bikaner ...	...	58	4	44	...	...	...	2,085
22	...	Junagad State	7	2	...	...	...	...	1	213
6	(*d*) to (*m*)	Madras and Southern Mahratta	50	74	31	39	36	21	6	6,420
23	...	Morvi	...	2	...	...	...	...	...	114
7	(*c*) to (*e*)	Nizam's Guaranteed State ...	89	28	1	1	1	3	10	1,105
26	(*a*) & (*b*)	Rohilkund and Kumaon ...	...	56	...	...	...	12	...	2,060
10	(*b*) to (*j*)	South Indian	607	150	38	29	...	13	6	4,432
27	...	Udaipur-Chitorgarh ...	...	4	...	...	...	...	...	55
		Total ...	2,457	1,342	135	138	54	176	417	54,936

DIX 16—*contd.*

railway on the 31st March 1916.

MOTOR CARS.							LOWER CLASS CARRIAGES PROVIDED WITH LATRINE ACCOMMODATION FOR PASSENGERS.				NUMBER.
RAIL MOTORS.			ROAD MOTORS.								
Motor engines, with or without detachable trailers (for passengers or goods).	Motor coaches, self-propelled (for passengers).	Motor Inspection Trollies (for engineers).	Motor cars (for passengers).	Motor Trains (*e.g.*, Renard's for passengers or goods).	Motor Vans (for parcels and goods).	Total.	Intermediate class.	Third class.	Composites containing Intermediate or third class accommodation.	Total.	Main head.
114	115	116	117	118	119	120	121	122	123	124	125
...	...	2	1	...	...	3	50	305	106	461	1
...	...	2	2	...	5	9	...	353	64	417	2
...	...	5	1	...	3	9	12	146	67	225	3
...	5	19	1	...	...	25	83	443	319	845	4
...	1	4	1	...	7	13	...	476	212	688	5
...	2	2	1	...	...	5	4	308	101	413	6
...	...	...	...	...	...	...	...	51	15	66	7
...	1	6	3	...	3	13	121	1,153	457	1,731	8
...	...	5	...	...	2	7	35	381	168	584	9
...	...	...	...	...	...	...	...	107	49	156	10
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	9	45	10	...	20	84	305	3,723	1,558	5,586	
...	...	2	...	...	...	2	...	98	147	245	12
...	...	...	...	...	...	...	32	227	87	346	13
...	...	...	...	...	...	...	...	4	7	11	14
1	...	2	...	...	...	3	...	52	...	52	15
...	...	...	...	...	...	...	28	619	168	815	2
*3	...	5	1	...	1	10	...	291	115	406	16
...	...	...	...	...	...	...	...	12	...	12	18
...	...	4	...	...	...	4	47	351	101	499	3
...	...	1	...	...	...	1	...	32	2	34	19
...	...	1	1	...	...	2	...	7	...	7	20
...	...	1	...	...	...	1	19	127	35	181	21
...	...	1	...	...	...	1	...	19	...	19	22
...	...	1	...	...	...	1	...	510	204	714	6
...	...	...	...	...	...	...	...	38	3	41	23
...	...	...	...	...	...	...	...	65	20	85	7
...	...	...	1	...	1	2	...	54	30	84	26
...	2	1	...	...	...	3	...	427	56	483	10
...	...	1	...	...	...	1	...	20	3	23	27
4	2	20	3	...	2	31	126	2,953	978	4,057	

*There are four engines and three trailers

Rolling-stock under different heads on each

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway.	GOODS VEHICLES—*concld.*							
Main head.	Sub-head.		Ballast wagons.	Brake-vans (used indiscriminately on passenger, goods or mixed service).	Travelling oil tanks.	Travelling water tanks.	Travelling gas holders.	Travelling cranes	Miscellaneous.	Total goods vehicles.
103	104	105	106	107	108	109	110	111	112	113
		2' 6" gauge.								
30	...	Arrah-Sasaram Light ...	...	4	...	...	...	...	...	51
31	...	Bangalore-Chik Ballapur Light	...	1	...	...	...	...	...	19
33	...	Baraset-Basirhat Light ...	...	3	...	...	...	...	...	48
34	...	Barsi Light	...	...	...	6	...	1	2	210
1	(*b*), (*c*), (*e*) (*g*) & (*k*).	Bengal-Nagpur	...	37	6	...	4	4	2	1,504
35	(*a*)	Bengal Provincial ...	...	2	...	...	...	...	...	63
2	(*m*) to (*r*)	Bombay, Baroda and Central India.	...	25	...	...	...	...	2	622
36	...	Bukhtiarpur-Bihar Light ...	...	3	...	...	...	...	...	61
37	...	Burdwan-Katwa... ...	...	...	...	...	...	...	...	40
39	...	Champaner-Shivrajpur Light	...	4	...	...	...	...	...	87
40	...	Cutch State	...	...	...	...	...	...	...	29
41	...	Dehri-Rohtas Light ...	...	...	...	...	...	...	...	69
42	...	Dholpur-Bari	...	2	...	...	...	...	...	50
5	(*h*)	Dhond-Baramati ...	...	...	...	...	...	...	...	15
3	(*c*)	Eastern Bengal	...	1	...	2	...	...	...	95
5	(*i*)	Ellichpur-Yeotmal ...	20	1	...	...	...	...	...	107
45	...	Godhra-Lunavada ...	...	2	...	...	...	...	...	18
8	(*o*), (*q*) & (*s*)	Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	...	18	...	...	...	...	110	424
46	...	Jessore-Jhenidah ...	...	1	...	...	...	...	...	43
8	(*p*)	Kalka-Simla	...	24	...	...	...	1	1	147
48	...	Kolar District	...	1	...	...	...	...	...	15
49	...	Madaya Light	Information not available.			...	...	...	...	...
10	(*k*) & (*l*)	Morappur-Hosur and Tirupattur Krishnagiri.	...	...	...	...	...	...	...	78
23	...	Morvi	...	2	...	1	...	...	...	64
1	(*d*)	Mourbhanj State ...	...	...	...	...	...	...	1	20
50	...	Nadiad-Kapadvanj ...	...	2	...	...	...	...	...	30
1	(*f*)	Parlakimedi Light ...	...	3	...	...	...	...	...	19
26	(*o*)	Powayan Light	...	...	...	...	...	...	8	71
51	...	Shahdara (Delhi)-Saharanpur Light.	...	3	...	...	...	...	...	209
52	...	Tezpore-Balipara Light ...	...	3	...	...	...	...	...	82
8	(*s*)	Trans-Indus (Kalabagh-Bannu)	...	5	...	...	...	...	9	113
		Total ...	20	147	6	9	4	6	135	4,403
		2' 0" gauge.								
53	(*a*) & (*b*)	Darjeeling-Himalayan ...	...	...	...	...	...	...	...	345
54	...	Gwalior Light	21	...	...	...	...	...	...	331
55	...	Howrah-Amta Light ...	...	11	...	...	...	...	...	88
56	...	Howrah-Sheakhala Light ...	...	1	...	...	...	...	...	9
57	...	Jagadhri Light	...	1	...	...	...	...	...	8
58	...	Jorhat (Provincial) ...	...	...	...	...	...	1	6	110
59	...	Kulasekarapatnam-Tisaiyanvillai Light.	...	...	...	...	...	...	...	20
5	(*j*)	Matheran Light	...	1	...	2	...	1	...	25
21	(*f*)	Pipar-Bilara Light ...	...	...	...	1	...	...	...	10
60	...	Tarikere-Narasimharajapura...	...	...	...	...	...	...	...	24
		Total ...	21	14	...	3	...	2	6	970
		GRAND TOTAL ...	4,866	4,724	581	320	184	470	1,277	191,009

DIX 16—*concld.*

railway on the 31st March 1916.

MOTOR CARS.							LOWER CLASS CARRIAGES PROVIDED WITH LATRINE ACCOMMODATION FOR PASSENGERS.				NUMBER.
RAIL MOTORS.			ROAD MOTORS.								
Motor engines, with or without detachable trailers (for passengers or goods).	Motor coaches, self-propelled (for passengers).	Motor Inspection Trollies (for engineers).	Motor cars (for passengers).	Motor Trains (*e.g.*, Renard's, for passengers or goods).	Motor Vans (for parcels and goods).	Total.	Intermediate class.	Third class.	Composites containing Intermediate or third class accommodation.	Total.	Main head.
114	115	116	117	118	119	120	121	122	123	124	125
...	...	...	...	...	...	...	...	...	...	...	30
...	...	...	...	...	...	...	...	...	...	...	31
...	...	...	...	...	...	...	...	...	...	...	33
...	...	2	2	...	...	4	...	...	...	...	34
...	...	1	...	...	...	1	3	120	31	154	1
...	...	...	...	...	...	...	...	...	...	...	35
...	...	1	...	...	...	1	...	...	...	...	2
...	...	...	...	...	...	...	...	...	...	...	36
...	...	...	...	...	...	...	...	...	...	...	37
...	...	...	...	...	...	...	...	2	2	4	39
...	...	1	...	...	...	1	...	3	1	4	40
...	...	...	...	...	...	...	...	...	...	...	41
...	...	1	...	...	...	1	...	5	2	7	42
...	...	...	...	...	...	...	...	...	...	...	5
...	...	...	...	...	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	...	5
...	...	...	...	...	...	...	...	4	2	6	45
...	...	...	...	...	...	...	...	...	...	...	8
...	...	...	...	...	...	...	...	...	...	...	46
...	3	1	...	...	...	4	...	28	18	46	8
...	...	...	...	...	...	...	...	...	...	...	48
...	...	...	...	...	...	...	...	...	...	...	49
...	...	1	...	...	...	1	...	8	10	18	10
...	...	...	...	...	...	...	...	6	4	10	23
...	...	...	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	5	2	7	50
...	...	...	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	...	...	26
...	...	1	...	...	...	1	...	...	3	3	51
...	1	...	...	...	...	1	...	...	...	...	52
...	...	...	...	...	...	...	...	23	15	38	8
...	4	9	2	...	...	15	3	204	90	297	
...	...	...	...	...	...	...	...	...	8	8	53
2	1	2	...	...	...	5	...	5	...	5	54
...	...	...	...	...	...	...	...	...	...	...	55
...	...	...	...	...	...	...	...	...	...	...	56
...	...	...	...	...	...	...	...	...	...	...	57
...	...	...	...	...	...	...	...	...	...	...	58
...	...	4	...	...	...	4	...	...	...	...	59
...	1	...	...	...	...	1	...	...	...	...	5
...	...	...	...	...	...	...	...	...	...	...	21
...	...	...	...	...	...	...	...	...	...	...	69
2	2	6	...	...	...	10	...	5	8	13	
6	17	80	15	...		140	434	6,885	2,634	9,953	

APPEN

Number of, outlay on, and work done by, rolling-stock

Classification No. of Railway. (Detailed in "Index" to Appendix 1.)		Railway.	Engines.								
			Engines employed exclusively on passenger working.			Engines employed exclusively on goods working.			Engines employed on mixed working or on both passenger working and goods working.		
Main head.	Sub-head.		Number at close of 1914-15.	Number added in 1915-16.	Number at close of 1915-16.	Number at close of 1914-15.	Number added in 1915-16.	Number at close of 1915-16.	Number at close of 1914-15.	Number added in 1915-16.	Number at close of 1915-16.
1	2	3	4	5	6	7	8	9	10	11	12
		5′ 6″ gauge.									
1	(a)	Bengal-Nagpur	89	5	94	...	...	...	379	27	406
2	(a) to (e)	Bombay, Baroda and Central India.	135	10	145	...	...	...	214	...	214
3	(a) & (b)	Eastern Bengal	103	11	114	73	7	80	111	2	113
4	(a) to (c)	East Indian	204	14	218	837	39	876	176	—11	165
5	(a) to (g)	Great Indian Peninsula ...	324	28	352	633	19	652	188	...	188
6	(a) to (c)	Madras and Southern Mahratta	71	...	71	...	...	...	179	6	185
7	(a) & (c)	Nizam's Guaranteed State ...	...	2	2	21	...	21	50	...	50
8	(a) to (n)	North Western	331	30	361	927	12	939	77	3	80
9	(a) to (c)	Oudh and Rohilkhand ...	99	...	99	...	...	...	177	5	182
10	(a)	South Indian	31	2	33	...	...	...	95	5	100
		Total ...	1,387	102	1,489	2,491	77	2,568	1,646	37	1,683
		3′ 3⅜″ gauge.									
12	(a)	Assam-Bengal	5	...	5	...	...	...	113	—5	108
13	...	Bengal and North-Western ...	54	...	54	...	...	...	274	—10	264
14	...	Bengal Dooars	...	...	...	...	...	...	10	6	16
15	...	Bhavnagar State	...	...	...	...	...	...	20	2	22
2	(f) to (l)	Bombay, Baroda and Central India.	219	...	219	...	...	...	283	...	283
16	...	Burma	12	...	12	...	...	...	319	4	323
18	...	Dibru-Sadiya	...	...	...	...	...	...	26	...	26
3	(c) to (e)	Eastern Bengal	88	6	94	69	11	80	95	—9	86
19	...	Gondal-Porbandar State ...	...	...	...	...	...	...	17	...	17
20	...	Jamnagar	...	...	...	...	...	...	4	...	4
21	(a) to (e)	Jodhpur-Bikaner	...	...	...	...	...	...	104	3	107
22	...	Junagad State	...	...	...	...	...	...	11	2	13
6	(d) to (m)	Madras and Southern Mahratta	42	...	42	27	...	27	235	2	237
23	...	Morvi	3	2	5	2	...	2	5	...	5
7	(c) to (e)	Nizam's Guaranteed State ...	15	2	17	16	—1	15	40	—2	38
26	(a) & (b)	Rohilkund and Kumaon ...	7	...	7	2	...	2	56	...	56
10	(b) to (j)	South Indian	35	...	35	...	...	...	285	2	287
27	...	Udaipur-Chitorgarh ...	...	...	...	...	...	...	4	...	4
		Total ...	480	10	490	116	10	126	1,901	—5	1,896

DIX 17.

during the financial year 1915-16 (except where otherwise stated).

ENGINES.										NUMBER.
Total No. of locomotives on the 31st March 1916.	Number of all classes per mile of line open on 31st March 1916, excluding 2nd, 3rd, etc., tracks.	Average mileage run by each *per annum*.				Average mileage run by each *per diem*.				Main head.
		Engines employed exclusively on passenger working.	Engines employed exclusively on goods working.	Engines employed on mixed working or on both passenger working and goods working.	All classes of engines.	Engines employed exclusively on passenger working.	Engines employed exclusively on goods working.	Engines employed on mixed working or on both passenger working and goods working.	All classes of engines.	
13	14	15	16	17	18	19	20	21	22	23
500	0·26	31,232	...	21,976	23,720	85	...	60	64	1
359	0·29	29,414	...	19,141	23,290	80	...	52	64	2
307	0·55	25,594	20,688	20,641	22,492	70	56	56	61	3
1,259	0·46	37,188	24,648	27,266	27,163	101	67	74	74	4
1,192	0·38	27,324	21,302	14,787	22,053	74	58	40	60	5
256	0·24	34,869	...	20,990	24,845	95	...	57	68	6
73	0·20	...	16,608	24,853	22,585	43	45	67	62	7
1,380	0·27	27,337	7,657	32,270	18,526	75	21	88	51	8
281	0·17	31,334	...	18,731	23,171	86	...	51	63	9
133	0·30	24,398	...	12,895	17,672	67	...	35	48	10
5,740	...	...	...	...	...	...	...	...		
113	0·14	31,123	...	26,159	26,400	85	...	71	72	12
318	0·15	22,413	...	24,077	23,795	61	...	65	65	13
16	0·10	...	...	22,440	22,440	...	...	61	61	14
22	0·09	...	...	26,264	26,264	...	...	72	72	15
502	0·22	26,611	...	16,638	20,989	73	...	45	57	2
335	0·21	24,674	...	19,739	19,917	67	...	54	54	16
26	0·28	...	...	22,046	22,046	...	...	60	60	18
260	0·24	23,153	18,957	20,453	20,969	63	52	56	57	3
17	0·08	...	...	31,445	31,445	...	...	86	86	19
4	0·07	...	...	22,831	22,831	...	...	63	63	20
107	0·08	...	...	24,648	24,648	...	...	67	67	21
13	0·11	...	...	17,383	17,383	...	...	47	47	22
306	0·15	41,274	17,234	24,038	25,804	113	47	66	71	6
12	0·16	12,188	7,204	21,350	15,630	33	20	58	43	23
70	0·15	32,797	14,869	17,580	20,881	90	40	48	57	7
65	0·11	...	...	21,791	21,791	...	...	59	59	26
322	0·26	71,349	...	15,685	24,548	195	...	43	67	10
4	0·06	...	...	...	28,137	...	...	...	77	27
2,512	...	...	...	...	...	...	...	...	...	

Number of, outlay on, and work done by, rolling-stock

Classification No. of Railway. (Detailed in "Index" to Appendix 1.)		Railway.	Engines.								
			Engines employed exclusively on passenger working.			Engines employed exclusively on goods working.			Engines employed on mixed working or on both passenger working and goods working.		
Main-head.	Sub-head.		Number at close of 1914-15.	Number added in 1915-16.	Number at close of 1915-16.	Number at close of 1914-15.	Number added in 1915-16.	Number at close of 1915-16.	Number at close of 1914-15.	Number added in 1915-16.	Number at close of 1915-16.
1	2	3	4	5	6	7	8	9	10	11	12
		2′ 6″ gauge.									
30	...	Arrah-Sasaram Light ...	...	...	...	...	...	...	5	...	5
31	...	Bangalore-Chik Ballapur Light	...	...	...	...	...	...	2	...	2
33	...	Baraset-Basirhat Light ...	...	...	...	...	...	...	7	...	7
34	...	Barsi Light	...	...	...	...	...	...	13	4	17
1	(*b*), (*c*), (*e*), (*g*) & (*h*).	Bengal-Nagpur	...	...	...	...	...	...	86	20	106
35	(*a*)	Bengal Provincial	...	...	...	...	...	...	6	...	6
2	(*m*) to (*r*)	Bombay, Baroda and Central India.	...	...	...	1	...	...	27	2	29
36	...	Bukhtiarpur-Bihar Light ...	...	...	...	...	...	...	4	...	4
37	...	Burdwan-Katwa	...	...	...	...	...	...	...	4	4
39	...	Champaner-Shivrajpur Light ...	...	...	...	...	...	...	4	...	4
40	...	Cutch State	...	...	...	...	...	...	5	...	5
41	...	Dehri-Rohtas Light ...	...	...	...	...	...	...	3	...	3
42	...	Dholpur-Bari	...	...	...	...	...	...	4	...	4
5	(*h*)	Dhond-Baramati	...	...	...	...	...	...	2	...	2
3	(*c*)	Eastern Bengal	...	...	...	...	...	...	5	...	5
5	(*i*)	Ellichpur-Yeotmal ...	...	...	...	...	...	...	7	...	7
45	...	Godhra-Lunavada	...	...	...	...	...	...	2	...	2
8	(*o*), (*q*) & (*r*).	Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	...	...	...	...	...	...	32	—2	30
46	...	Jessore-Jhenidah	...	...	...	...	...	...	4	1	5
8	(*p*)	Kalka-Simla	...	...	...	...	...	...	24	...	24
48	...	Kolar District	...	...	...	...	...	...	3	...	3
49	...	Madaya Light	...	Information not available			...	...	...	...	...
10	(*k*) & (*l*)	Morappur-Hosur and Tirupattur-Krishnagiri.	...	...	...	...	...	...	9	...	9
23	...	Morvi	3	...	3	1	...	1	1	...	1
1	(*d*)	Mourbhanj State	...	...	...	...	...	...	3	...	3
50	...	Nadiad-Kapadvanj... ...	...	...	...	...	...	...	3	...	3
1	(*f*)	Parlakimedi Light	...	...	...	...	...	...	3	...	3
26	(*c*)	Powayan Light	...	...	...	...	...	...	5	...	5
51	...	Shahdara (Delhi)-Saharanpur Light.	...	...	...	...	...	...	8	...	8
52	...	Tezpore-Balipara Light ...	...	...	...	...	...	...	4	—1	3
8	(*s*)	Trans-Indus (Kalabagh-Bannu)	...	...	...	...	...	...	7	10	17
		Total ...	3	...	3	1	...	1	288	38	326
		2′ 0″ gauge.									
53	(*a*) & (*b*)	Darjeeling-Himalayan ...	...	...	...	...	...	...	18	4	22
54	...	Gwalior Light	...	...	...	...	...	...	22	4	26
55	...	Howrah-Amta Light ...	...	...	...	...	...	...	17	...	17
56	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...	4	...	4
57	...	Jagadhri Light	...	...	...	...	...	...	2	...	2
58	...	Jorhat (Provincial) ...	...	...	...	...	...	...	8	...	8
59	...	Kulasekhapatnam-Tissianvillai Light.	...	...	...	...	...	...	...	4	4
5	(*j*)	Matheran Light	...	...	...	...	...	...	5	...	5
21	(*f*)	Pipar-Bilara Light ...	...	...	...	...	...	...	2	...	2
60	...	Tarikere-Narasimharajapura ...	...	...	...	...	...	...	2	...	2
		Total ...	...	...	...	...	...	...	80	12	92
		GRAND TOTAL ...	1,870	112	1,982	2,608	87	2,695	3,915	82	3,997

DIX 17—*contd.*

during the financial year 1915-16 (except where otherwise stated).

ENGINES.										NUMBER.
Total No. of locomotives on the 31st March 1916.	Number of all classes per mile of line open on 31st March 1916, excluding 2nd, 3rd, etc., tracks.	Average mileage run by each *per annum.*				Average mileage run by each *per diem.*				
		Engines employed exclusively on passenger working.	Engines employed exclusively on goods working.	Engines employed on mixed working or on both passenger working and goods working.	All classes of engines.	Engines employed exclusively on passenger working.	Engines employed exclusively on goods working.	Engines employed on mixed working or on both passenger working and goods working.	All classes of engines.	Main head.
13	14	15	16	17	18	19	20	21	22	23
5	0·08	...	...	19,381	19,381	...	...	53	53	30
2	0·07	...	...	11,297	11,297	...	...	31	...	31
7	0·13	...	...	24,352	24,352	...	...	66	66	33
17	0·17	...	...	14,265	14,265	...	...	39	39	34
106	0·13	...	...	14,117	14,117	...	...	38	38	1
6	0·18	...	...	20,842	20,842	...	...	57	57	35
29	0·10	...	...	14,182	14,182	...	...	39	40	2
4	0·14	...	...	17,695	17,695	...	...	48	48	36
4	0·18	...	...	9,214	9,214	...	...	25	25	37
4	0·20	...	...	6,120	6,120	...	...	17	17	39
5	0·13	...	...	7,198	7,198	...	...	19	19	40
3	0·13	...	...	12,054	12,054	...	...	33	33	41
4	0·11	...	...	10,235	10,235	...	...	28	28	42
2	0·07	...	...	23,721	23,721	...	...	65	65	5
5	0·14	...	...	21,482	21,482	...	...	59	59	3
7	0·06	...	...	21,295	21,295	...	...	58	58	5
2	0·07	...	...	11,927	11,927	...	...	32	32	45
30	0·17	...	...	13,416	13,416	...	...	37	37	8
5	0·13	...	...	12,856	12,856	...	...	35	35	46
24	0·40	...	...	14,926	14,926	...	...	40	40	8
3	0·07	...	...	6,596	6,596	...	...	10	10	48
...	...	...	...	Information not available			...	...	...	49
9	0·09	..	...	19,655	19,655	...	...	54	54	10
5	0·26	3,592	276	24,688	7,984	10	1	68	22	23
3	0·09	...	...	11,220	11,220	...	...	31	31	1
3	0·11	...	...	15,798	15,798	...	...	43	43	50
3	0·12	...	...	9,753	9,753	...	...	27	27	1
5	0·13	...	...	12,737	12,737	...	...	34	34	26
8	0·08	...	...	18,865	18,865	...	...	52	52	51
3	0·15	...	...	10,684	10,684	...	...	29	29	52
17	0·19	...	...	8,353	8,353	...	...	23	23	8
330	...	...	...	...	...	...	...	...	...	
22	0·15	...	...	33,533	33,533	...	...	91	91	53
26	0·10	...	...	10,634	10,634	...	...	29	29	54
17	0·39	...	...	13,979	13,979	...	...	38	38	55
4	0·18	...	...	21,446	21,446	...	...	58	58	56
2	0·60	...	...	7,166	7,166	...	...	19	19	57
8	0·25	...	...	6,585	6,585	...	...	18	18	58
4	0·22	...	...	4,555	4,555	...	...	12	12	59
5	0·39	...	...	3,584	3,584	...	...	9	9	5
2	0·08	...	...	11,712	11,712	...	...	32	32	21
2	0·17	...	..	...	...	...	...	...	...	60
92	...	...	...	...	...	...	...	...	...	
8,674	...	...	...	...	...	...	...	...	...	

Number of, outlay on, and work done by, rolling-stock

Classification No. of Railway. (Detailed in "Index" to Appendix 1.)		Railway.	Engines—*concld.*							
Main head.	Sub-head.		Ton-mileage hauled per engine, in thousands of tons.	Average under repairs or renewals at any one time.	Percentage of the average number of engines under repairs or renewals at any one time on the total number on the line.	Total value, in thousands of rupees on 31st March 1916.	Total value per mile of line open on 31st March 1916, excluding 2nd, 3rd, etc., tracks	Number at close of 1914-15.	Number added in 1915-16.	Number at close of 1915-16.
24	25	26	27	28	29	30	31	32	33	34
		5′ 6″ gauge.								
1	(*a*)	Bengal-Nagpur	9,743	70	14·14	2,99,41	15,854	1,086	32	1,118
2	(*a*) to (*e*)	Bombay, Baroda and Central India	9,235	39	10·86	1,69,78	13,920	908	—4	904
3	(*a*) & (*b*)	Eastern Bengal	6,892	69	22·41	1,44,44	25,786	780	9	789
4	(*a*) to (*c*)	East Indian	11,685	107	8·50	5,84,89	21,510	2,343	—33	2,310
5	(*a*) to (*g*)	Great Indian Peninsula ...	8,707	272	22·82	5,84,22	18,776	2,110	3	2,113
6	(*a*) to (*c*)	Madras and Southern Mahratta	9,410	57	22·27	1,15,37	10,697	727	5	732
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	7,270	8	10·97	34,30	9,746	184	3	187
8	(*a*) to (*n*)	North Western	7,015	203	14·71	6,88,82	18,453	3,105	31	3,136
9	(*a*) & (*b*)	Oudh and Rohilkhand ...	7,873	34	12·15	1,37,07	8,450	1,084	...	1,084
10	(*a*)	South Indian	5,302	27	20·30	55,14	12,366	354	7	361
		Total ..	...	...	...	...	...	12,681	53	12,734
		3′ 3⅜″ gauge.								
12	(*a*)	Assam-Bengal	4,989	6	5·49	43,59	5,395	403	21	424
13	...	Bengal and North-Western ...	4,773	28	8·95	§1,05,14	§5,088	1,134	3	1,137
14	...	Bengal Dooars	...	1	6·25	5,09	3,328	48	3	51
15	...	Bhavnagar State	4,064	2	6·91	6,22	2,497	116	5	121
	(*f*) to (*l*)	Bombay, Baroda and Central India.	4,787	72	14·43	1,04,07	4,661	1,564	46	1,610
16	...	Burma	4,403	21	6·27	1,22,38	7,656	976	59	1,035
18	...	Dibru-Sadiya	...	7	25·42	...	...	80	...	80
3	(*c*) to (*e*)	Eastern Bengal	...	59	22·75	*84,54	*7,542	838	22	860
19	...	Gondal-Porbandar State ...	4,597	3	19·18	4,54	2,067	86	4	90
20	...	Jamnagar	3,150	...	...	1,36	2,506	‡28	2	30
21	(*a*) to (*e*)	Jodhpur-Bikaner	5,695	15	14·14	37,55	2,822	260	8	268
22	...	Junagad State	2,657	1	8·08	2,60	2,148	54	5	59
6	(*d*) to (*m*)	Madras and Southern Mahratta	5,110	51	16 83	†81,64	†4,003	1,266	9	1,275
23	...	Morvi	...	...	...	4,23	5,719	67	1	68
7	(*c*) to (*e*)	Nizam's Guaranteed State ...	4,103	6	8·40	24,38	5,529	177	...	177
26	(*a*) & (*b*)	Rohilkund and Kumaon ...	3,835	8	13·12	22,29	3,901	223	24	247
10	(*b*) to (*j*)	South Indian	4,978	44	13·66	85,78	6,901	1,439	25	1,464
27	...	Udaipur-Chitorgarh ...	4,486	...	...	1,29	1,917	31	...	31
		Total ...	...	...	...	...	...	‡8,790	237	9,027

* Includes the outlay on the 2′ 6″ gauge section.
† Excludes the outlay by the West of India Portuguese railway.
‡ Revised figures.
§ Includes the outlay on ten engines handed over to Government during the 2nd half of 1915-16, the cost of which has not yet been adjusted.

DIX 17—*contd.*

during the financial year 1915-16 (except where otherwise stated).

COACHING STOCK.												NUMBER.
Number per mile of line open on 31st March 1916, excluding 2nd, 3rd, etc., tracks.						Average mileage run by each *per annum*.						
1st class.	2nd class.	Intermediate class.	3rd class.	All other classes.	Total of all classes.	1st class.	2nd class.	Intermediate class.	3rd class.	All other classes.	Total of all classes.	Main-head.
35	36	37	38	39	40	41	42	43	44	45	46	47
0·06	0·03	0·04	0·34	0·12	0·59	...	...	...	...	...	50,572	1
0·07	0·07	...	0·42	0·13	0·69	...	...	...	...	...	43,564	2
0·14	0·10	0·17	0·63	0·37	1·41	45,508	58,853	68,378	65,998	43,758	57,991	3
0·08	0·05	0·07	0·40	0·23	0·83	88,638	113,358	142,745	95,980	58,568	92,350	4
0·08	0·08	...	0·32	0·19	0·67	...	...	...	...	...	50,156	5
0·07	0·07	0·01	0·38	0·15	0·68	...	...	...	...	...	46,208	6
...	...	...	...	...	0·53	...	...	...	...	...	38,375	7
0·07	0·04	0·05	0·29	0·17	0·62	51,676	71,006	95,688	67,075	39,276	59,973	8
0·08	0·05	0·05	0·28	0·20	0·66	...	...	...	...	...	45,543	9
0·06	0·08	...	0·37	0·11	0·62	37,165	30,417	...	46,583	38,281	42,102	10
...	...	...	...	...	...	...	...	...	...	...	...	
0·07	0·05	0·04	0·21	0·14	0·51	25,284	28,643	30,888	38,319	26,712	32,879	12
0·04	0·03	0·03	0·40	0·02	0·52	69,169	88,509	94,921	71,961	20,249	71,997	13
...	...	...	...	...	0·33	...	...	...	...	...	...	14
0·06	0·05	...	0·27	0·10	0·48	...	...	...	...	...	42,625	15
0·07	0·05	0·02	0·49	0·09	0·72	...	...	...	...	...	37,777	2
0·06	0·05	...	0·41	0·13	0·65	32,131	36,459	...	35,824	21,009	29,591	16
	...	...	...	...	0·93	...	...	...	...	...	...	18
0·11	0·04	0·09	0·38	0·17	0·79	...	...	...	...	...	...	3
0·06	0·05	...	0·22	0·08	0·41	22,513	36,708	...	44,566	42,417	40,024	19
...	...	...	...	...	0·60	9,586	30,510	...	23,294	16,307	19,395	20
0·03	0·02	0·01	0·11	0·03	0·20	...	...	...	...	...	75,030	21
0·11	0·05	...	0·23	0·10	0·49	...	...	...	...	...	34,046	22
0·05	0·03	...	0·37	0·16	0·61	...	...	...	...	...	34,671	6
0·18	0·05	...	0·55	0·14	0·92	...	...	...	...	...	...	3
...	...	...	...	...	0·36	...	...	...	...	...	60,714	7
0·05	0·03	0·02	0·28	0·05	0·43	...	...	...	...	...	47,849	26
0·11	0·08	...	0·80	0·19	1·18	36,428	48,517	...	53,215	40,348	49,340	10
...	...	...	...	...	0·45	...	...	...	...	...	41,766	27
...	...	...	...	...	...	...	...	...	...	...	...	

APPEN

Number of, outlay on, and work done by, rolling-stock

Classification No. of Railway. (Detailed in "Index" to Appendix 1.)		Railway.	Engines—*concld.*							
Main head.	Sub-head.		Ton-mileage hauled per engine, in thousands of tons.	Average under repairs or renewals at any one time.	Percentage of the average number of engines under repairs or renewals at any one time on the total number on the line.	Total value, in thousands of rupees, on 31st March 1916.	Total value per mile of line open on 31st March 1916, excluding 2nd, 3rd, etc., tracks.	Number at close of 1914 15.	Number added 1915-16.	Number at close of 1915-16.
24	25	26	27	28	29	30	31	32	33	34
		2' 6" gauge.								
30	...	Arrah-Sasaram Light ...	...	...	...	1,27	2,091	23	...	23
31	...	Bangalore-Chik Ballapur Light	916	...	...	47	1,638	4	3	7
33	...	Baraset-Basirhat Light ...	...	...	...	1,67	3,194	45	...	45
34	...	Barsi Light	...	2	11·76	6,04	5,212	49	...	49
1	(*b*), (*c*), (*e*), (*g*) & (*h*).	Bengal-Nagpur	2,280	18	16·73	47,07	5,920	280	9	289
35	(*a*)	Bengal Provincial	...	1	16·66	1,04	3,118	*24	1	25
2	(*m*) to (*r*)	Bombay, Baroda and Central India.	...	2	5·17	4,70	1,642	102	1	103
36	...	Bukhtiarpur-Bihar Light ...	...	...	...	99	3,007	19	...	19
37	...	Burdwan-Katwa	...	...	...	1,05	3,201	...	34	34
39	...	Champaner-Shivrajpur Light ...	890	...	...	85	4,187	4	...	4
40	...	Cutch State	...	...	...	75	2,042	9	—2	7
41	...	Dehri-Rohtas Light ...	...	1	33·33	42	1,742	5	3	8
42	...	Dholpur-Bari	...	1	25·00	80	2,189	9	...	9
5	(*h*)	Dhond-Baramati	...	...	...	71	2,611	5	...	5
3	(*c*)	Eastern Bengal	...	...	...	...	...	55	...	55
5	(*i*)	Ellichpur-Yeotmal	...	...	...	2,03	1,733	16	...	16
45	...	Godhra-Lunavada ...	1,046	...	...	48	1,866	6	...	6
8	(*o*), (*q*) & (*r*).	Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	...	...	...	7,55	4,224	84	18	102
46	...	Jessore-Jhenidah	...	...	...	...	...	*16	2	18
8	(*p*)	Kalka-Simla	865	...	...	7,33	12,227	122	—16	106
48	...	Kolar District	433	...	...	28	687	4	2	6
49	...	Madaya Light	...	Information not available				...	...	...
10	(*k*) & (*l*)	Morappur-Hosur and Tirupatur-Krishnagiri.	2,124	3	33·33	3,02	3,061	35	...	35
23	...	Morvi	...	...	...	96	5,069	43	...	43
1	(*d*)	Mourbhanj State	776	...	...	69	2,135	11	...	11
50	...	Nadiad-Kapadvanj ...	1,690	...	...	71	2,562	7	...	7
1	(*f*)	Parlakimedi Light ...	742	...	...	1,01	4,114	9	...	9
26	(*c*)	Powayan Light ...	...	...	...	1,02	2,591	18	...	18
51	...	Shahdara (Delhi)-Saharanpur Light.	...	1	12·50	2,76	2,984	43	...	43
52	...	Tezpore-Balipara Light ...	...	1	33·33	84	4,217	14	...	14
8	(*s*)	Trans Indus (Kalabagh-Bannu)	10,167	...	...	6,63	7,461	37	13	50
		Total ...	...	...	...	...	...	1,098	68	11,66
		2' 0" gauge.								
53	(*a*) & (*b*)	Darjeeling-Himalayan ...	...	4	18·18	5,09	3,456	105	15	120
54	...	Gwalior Light	...	6	23·08	7,06	2,826	83	4	87
55	...	Howrah-Amta Light ...	...	...	...	3,45	7,871	108	...	108
56	...	Howrah-Sheakhala Light ...	...	...	...	65	3,281	32	...	32
57	...	Jagadhri Light	...	1	50·00	20	6,038	4	...	4
58	...	Jorhat (Provincial)	...	2	25·00	...	...	30	4	34
59	...	Kulasekarapatnam-Tissianvillai Light.	...	2	50·00	38	2,132	...	23	23
5	(*j*)	Matheran Light ...	...	...	...	1,41	11,186	35	...	35
21	(*f*)	Pipar-Bilara Light	519	...	...	19	759	5	...	5
60	...	Tarikere-Narasimharajapura ...	...	...	...	...	...	...	...	...
		Total ...	...	...	...	...	...	402	46	448
		GRAND TOTAL ...	...	...	...	...	...	22,971	404	23,375

* Revised figures.

DIX 17—*contd.*

during the financial year 1915-16 (except where otherwise stated).

Coaching Stock.												Number.
Number per mile of line open on 31st March 1916, excluding 2nd, 3rd, etc., tracks.						Average mileage run by each *per annum*.						
1st class.	2nd class.	Intermediate class.	3rd class.	All other classes.	Total of all classes.	1st class.	2nd class.	Intermediate class.	3rd class.	All other classes.	Total of all classes.	Main head.
35	36	37	38	39	40	41	42	43	44	45	46	47
...	...	...	...	...	0·38	...	...	...	...	...	...	30
0·02	3·02	...	0·18	0·04	0·26	18,829	18,829	...	90,136	6,632	1,34,426	31
...	...	...	...	...	0·86	...	...	...	...	...	...	33
0·04	0·04	...	0·29	0·05	0·42	...	...	...	...	...	...	34
0·03	0·02	0·02	0·24	0·05	0·36	...	...	...	...	...	...	1
0·06	0·03	0·06	0·48	0·09	0·72	...	...	...	...	...	...	35
...	...	...	...	...	0·36	...	...	...	...	...	...	2
...	...	...	...	...	0·58	...	...	...	...	...	...	36
...	...	...	...	...	0·78	...	...	...	...	...	...	37
...	...	...	0·09	0·09	0·18	...	...	...	11,489	8,065	19,504	39
0·04	0·02	...	0·13	...	0·19	...	...	...	...	...	...	40
...	...	...	...	...	0·34	...	...	...	...	...	...	41
0·06	...	...	0·16	0·03	0·25	...	...	...	...	...	...	42
0·04	...	...	0·11	0·03	0·18	...	...	...	...	...	...	5
0·16	0·09	0·21	0·94	0·17	1·57	...	...	...	...	...	...	3
0·02	...	...	0·09	0·03	0·14	...	...	...	...	...	...	5
...	...	...	0·15	0·08	0·23	...	...	...	10,800	10,184	20,984	45
...	...	...	...	...	0·57	...	...	...	...	...	...	8
...	...	...	...	...	0·45	...	...	...	...	...	...	46
0·33	0·26	0·05	0·76	0·37	1·77	9,329	11,344	14,979	8,675	12,537	10,176	8
0·01	0·03	...	0·10	0·01	0·15	16,928	12,993	...	95,770	4,612	1,30,303	48
...	...	...	...	Information not available.								49
0·03	...	...	0·27	0·05	0·35	58,511	...	...	71,423	42,538	65,781	10
0·37	0·26	...	1·32	0·32	2·27	...	...	...	...	...	...	23
0·06	0·04	0·02	0·16	0·06	0·34	...	...	...	...	...	...	1
...	...	...	0·18	0·07	0·25	...	...	...	24,790	21,487	46,277	50
...	...	...	...	...	0·37	...	...	...	...	...	...	1
0·05	0·05	...	0·33	0·03	0·46	...	...	...	...	...	...	26
0·03	...	0·03	0·39	...	0·45	...	...	...	...	...	...	51
0·15	...	...	0·55	...	0·70	...	...	...	...	...	...	52
0·04	0·03	0·02	0·39	0·08	0·56	13,908	19,119	23,761	29,147	10,748	24,777	8
...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	0·32	...	...	...	...	...	...	53
...	...	...	...	...	0·34	...	...	...	...	...	...	54
...	...	...	...	...	2·46	...	...	...	...	...	...	55
...	...	...	...	...	1·47	...	...	...	...	...	...	56
...	...	...	...	...	1·21	...	...	...	...	...	14,332	57
...	...	...	...	...	1·05	...	...	...	...	...	...	58
...	...	...	...	...	1·27	...	...	...	...	...	792	59
1·38	0·71	...	0·59	0·15	2·83	...	...	...	...	...	14,872	5
0·01	0·01	...	0·18	...	0·20	...	...	...	...	...	...	21
...	...	...	...	...	...	...	...	...	...	...	...	60
...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	

Number of, outlay on, and work done by, rolling-stock

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway.	Coaching Stock—*concld.*						Number at close of			
Main head.	Sub-head.		Average mileage run by each *per diem*.	Freight ton mileage per vehicle, in thousands of tons.*	Average under repairs or renewals at any one time.	Percentage of the average number of coaching vehicles under repairs or renewals at any one time on the total stock on the list.	Total value, in thousands of rupees, on 31st March 1916.	Total value per mile of line open on 31st March 1916, excluding 2nd, 3rd, etc., tracks.	Covered wagons.	Open wagons.	Timber trucks, including bolster trucks.	All other classes.
48	49	50	51	52	53	54	55	56	57	58	59	60
		5′ 6″ gauge.										
1	(*a*)	Bengal-Nagpur	139	47	150	13·47	†1,45,80	†7,720	6,145	7,345	316	615
2	(*a*) to (*e*)	Bombay, Baroda and Central India.	119	78	134	14·87	†1,14,26	†9,368	5,107	2,688	...	571
3	(*a*) & (*b*)	Eastern Bengal	158	46	93	11·79	†79,03	†14,105	5,341	929	92	265
4	(*a*) to (*c*)	East Indian	252	69	429	18·58	†3,10,92	†11,435	19,901	12,724	150	1,209
5	(*a*) to (*g*)	Great Indian Peninsula ...	137	64	488	23·10	†2,66,25	†8,555	11,566	4,897	286	1,021
6	(*a*) to (*c*)	Madras and Southern Mahratta	126	57	99	13·52	†74,92	†6,947	2,565	1,493	123	335
7	(*a*) & (*b*)	Nizam's Guaranteed State. ...	105	40	18	9·53	16,24	4,613	511	1,225	50	53
8	(*a*) to (*n*)	North Western	163	64	529	16·87	†4,71,48	†9,208	20,328	5,191	522	723
9	(*a*) & (*b*)	Oudh and Rohilkhand. ...	124	46	239	22·10	...	...	6,926	562	163	119
10	(*a*)	South Indian	115	56	32	8·86	†39,78	†8,920	898	486	212	104
		Total ...	...	...	...	...	...	...	79,288	38,540	1,914	5,006
		3′ 3⅜″ gauge.										
12	(*a*)	Assam-Bengal	90	29	39	9·20	†19,24	†6,095	3,053	508	79	6
13	...	Bengal and North-Western ...	197	51	150	13·18	...	...	7,903	671	304	328
14	...	Bengal Dooars	...	...	...	...	3,87	2,530	264	48	32	19
15	...	Bhavnagar State	116	28	10	8·21	†5,87	†2,356	162	324	10	17
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	103	48	361	22·40	1,56,50	7,009	6,068	2,709	53	375
16	...	Burma	81	33	121	11·68	†96,25	†6,021	5,455	1,805	480	339
18	...	Dibru-Sadiya	...	...	...	...	...	...	294	934	72	29
3	(*c*) to (*e*)	Eastern Bengal	...	...	108	12·58	‡84,84	‡7,570	3,798	806	287	492
19	...	Gondal-Porbandar State ...	109	26	11	12·24	†1,93	†2,238	99	224	9	64
20	...	Jamnagar	53	26	...	...	†1,03	†1,892	40	40	...	...
21	(*a*) to (*e*)	Jodhpur-Bikaner	205	65	21	8·19	†17,68	†1,329	1,513	†357	...	90
22	...	Junagad State	93	24	2	4·05	†3,06	†2,529	54	154	3	3
6	(*d*) to (*m*)	Madras and Southern Mahratta	95	26	144	11·33	§64,89	§3,183	4,733	1,283	155	264
23	...	Morvi	...	...	12	17·65	4,43	5,994	31	79	...	3
7	(*c*) to (*e*)	Nizam's Guaranteed State ...	166	47	18	10·05	12,95	2,936	690	368	20	44
26	(*a*) & (*b*)	Rohilkund and Kumaon ...	131	34	14	5·53	†19,33	†3,384	1,645	242	76	73
	(*b*) to (*j*)	South Indian	135	49	113	7·72	†1,32,01	†10,619	2,499	1,463	99	234
27	...	Udaipur-Chitorgarh ...	114	33	3	9·37	†1,84	†2,735	41	10	...	3
		Total ...	...	...	...	...	...	...	38,342	12,025	1,679	2,443

* For the purposes of this item, unit-miles are converted into tons at certain fixed rates for each class of passenger, to which is added the ton-mileage of other coaching traffic.

† Includes the outlay on motor cars.

‡ Includes the outlay on the 2′ 6″ gauge section.

§ Excludes the outlay by the West of India Portuguese railway.

DIX 17—*contd.*

during the financial year 1914-15 (except where otherwise stated).

Goods Stock.											Number
1914-15.	Number added in 1915-16.					Number at close of 1915-16.					
Total of all classes.	Covered wagons.	Open wagons.	Timber trucks, including bolster trucks.	All other classes.	Total of all classes.	Covered wagons.	Open wagons.	Timber trucks, including bolster trucks.	All other classes.	Total of all classes.	Main head.
61	62	63	64	65	66	67	68	69	70	71	72
14,421	317	381	30	—10	718	6,462	7,726	346	605	15,139	1
9,366	—1	...	...	14	13	5,106	3,688	...	585	9,379	2
6,627	403	127	14	63	607	5,744	1,056	106	328	7,234	3
33,975	793	1	50	79	923	20,694	12,725	200	1,279	34,898	4
17,770	344	36	—8	67	439	11,910	4,933	278	1,088	18,209	5
4,516	308	...	...	—4	304	2,873	1,493	123	331	4,820	6
1,839	1	38	—30	5	14	512	1,263	20	58	1,853	7
26,764	138	285	—7	40	456	20,466	5,476	515	763	27,220	8
7,770	190	...	...	—2	188	7,116	562	163	117	7,958	9
1,700	...	...	...	...	...	898	486	212	104	1,700	10
124,748	2,493	868	49	252	3,662	81,781	39,408	1,963	5,258	128,410	
3,706	...	40	25	—1	* 64	3,053	548	104	65	3,770	12
9,206	...	...	...	...	...	7,903	*671	304	328	9,206	13
363	101	...	...	1	102	365	48	32	20	465	14
513	1	...	...	...	1	163	324	10	17	514	15
9,205	—200	—37	—1	91	—147	5,868	2,672	52	466	9,058	2
8,079	—100	...	...	—1	—101	5,355	1,805	480	338	7,978	16
1,329	50	...	...	...	50	344	934	72	29	1,379	18
5,383	82	112	—1	—2	191	3,880	918	286	490	5,574	3
396	32	...	...	...	32	131	224	9	64	428	19
†80	...	...	...	...	...	40	40	...	...	80	20
1,960	66	43	...	16	125	1,579	400	...	106	2,085	21
214	3	—4	...	...	—1	57	150	3	3	213	22
6,435	—13	—6	...	4	—15	4,720	1,277	155	268	6,420	6
113	1	...	...	...	1	32	79	...	3	114	23
1,122	...	—40	20	3	—17	690	328	40	47	1,105	7
2,036	22	...	...	2	24	1,667	242	76	75	2,060	26
4,295	135	...	...	2	137	2,634	1,463	99	236	4,432	10
54	...	...	...	1	1	41	10	...	4	55	27
54,489	180	108	43	116	447	38,522	12,133	1,722	2,559	54,936	

* Includes 150 5′ 6″ gauge coal wagons purchased from, and kept for use on, the East Indian railway.

† Revised figures.

APPEN

Number of, outlay on, and work done by, rolling-stock

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway.	Coaching Stock—*concld.*									
									Number at close of			
Main head.	Sub-head.		Average mileage run by each *per diem*.	Freight ton mileage per vehicle in thousands of tons*.	Average under repairs or renewals at any one time.	Percentage of the average number of coaching vehicles under repairs or renewals at any one time on the total stock on the list.	Total value in thousands of rupees on 31st March 1916.	Total value per mile of line open on 31st March 1916, excluding 2nd, 3rd, etc., tracks.	Covered wagons.	Open wagons.	Timber trucks, including bolster trucks.	All other classes.
48	49	50	51	52	53	54	55	56	57	58	59	60
		2' 6" gauge.										
30	...	Arrah-Sasaram Light ...	...	...	...	...	1,30	2,156	27	20	...	4
31	...	Bangalore-Chik Ballapur Light	327	...	...	...	64	2,268	6	12	...	1
33	...	Baraset-Basirhat Light ...	...	...	...	...	2,05	3,927	6	33	...	3
34	...	Barsi Light	...	...	2	4·08	...	...	87	68	...	6
1	(*b*), (*c*), (*e*), (*g*) & (*h*).	Bengal-Nagpur	...	...	22	7·71	26,77	3,367	623	633	43	58
35	(*a*)	Bengal Provincial	...	...	...	...	76	2,288	19	‡40	...	‡2
2	(*m*) to (*r*)	Bombay, Baroda and Central India.	...	...	2	2·43	†3,93	†1,375	138	299	...	27
36	...	Bukhtiarpur-Bihar Light ...	...	...	...	...	82	2,471	14	44	...	3
37	...	Burdwan-Katwa	...	...	...	...	...	...	...	...	...	...
39	...	Champaner-Shivrajpur Light...	53	...	...	...	39	1,929	5	57	...	2
40	...	Cutch State	...	...	...	...	...	...	...	29	...	...
41	...	Dehri-Rohtas Light ...	...	...	...	...	17	720	27	42	...	3
42	...	Dholpur-Bari	...	...	1	11·11	†91	†2,497	8	40	...	2
5	(*h*)	Dhond-Baramati	...	...	...	...	48	1,755	9	6	...	...
3	(*c*)	Eastern Bengal	...	...	...	...	...	...	80	11	...	4
5	(*i*)	Ellichpur-Yeotmal... ...	...	...	...	...	1,29	1,108	70	36	...	1
45	...	Godhra-Lunavada	57	...	...	...	51	2,007	8	8	...	2
6	(*o*), (*q*) & (*r*)	Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	...	...	4	4·28	4,67	2,611	148	75	47	158
46	...	Jessore-Jhenidah ...	...	...	...	...	...	...	10	12	2	3
8	(*t*)	Kalka-Simla	28	7	16	15·06	†9,08	†15,156	78	51	9	38
48	...	Kolar District	356	...	...	...	63	1,562	6	4	...	5
49	...	Madaya Light	...	...	...	Information not available				...	...	...
10	(*k*) & (*l*)	Morappur-Hosur and Tirupattur-Krishnagiri.	180	25	2	5·71	1,88	1,901	30	48	...	...
23	...	Morvi	...	...	5	11·63	1,32	7,018	20	47	...	3
1	(*d*)	Mourbhanj State	...	...	2	16·00	47	1,443	8	12	...	...
50	...	Nadiad-Kapadvanj ...	126	...	...	...	59	2,126	12	16	...	2
1	(*f*)	Parlakimedi Light ...	...	...	...	...	...	...	2	14	...	3
26	(*c*)	Powayan Light	...	...	...	...	...	...	58	3	2	8
51	...	Shahdara (Delhi)-Saharanpur Light.	...	...	1	2·38	†1,71	†1,845	168	36	2	3
52	...	Tezpore-Balipara Light ...	...	...	...	...	†67	†3,356	38	33	4	3
8	(*s*)	Trans-Indus (Kalabagh-Bannu)	68	19	...	...	5,05	5,677	31	10	...	12
		Total ...	...	...	...	...	...	...	1,756	‡1,738	109	‡356
		2' 0" gauge.										
53	(*a* & *b*)	Darjeeling-Himalayan ...	...	...	...	...	...	...	115	146	6	7
54	...	Gwalior Light	...	...	...	...	...	...	195	120	1	30
55	...	Howrah-Amta Light ...	...	...	...	...	4,12	9,398	14	63	...	11
56	...	Howrah-Sheakhala Light ...	...	...	...	...	1,33	6,725	4	4	...	1
57	...	Jagadhri Light	...	...	...	...	8	2,528	1	6	...	1
58	...	Jorhat (Provincial) ...	...	...	...	...	...	...	50	84	1	11
59	...	Kulasekarapatnam-Tissianvillai Light.	2	...	...	...	43	2,416	...	...	...	...
5	(*j*)	Matheran Light	40	...	...	...	...	...	7	16	...	2
21	(*f*)	Pipar-Bilara Light ...	...	...	...	...	...	...	1	7	...	2
60	...	Tarikere-Narasimharajapura ...	...	...	...	...	...	...	...	...	12	12
		Total ...	...	...	...	...	...	...	387	396	‡20	‡77
		Grand Total ...	...	...	...	...	...	...	119,773	52,699	3,722	7,882

* For the purposes of this item, unit-miles are converted into tons at certain fixed rates for each class of passenger, to which is added the ton-mileage of other coaching traffic.

† Includes the outlay on motor cars.

‡ Revised figures.

DIX 17—*contd.*

during the financial year 1915-16 (except where otherwise stated).

GOODS STOCK.											NUMBER.
1914-15.	Number added in 1915-16.					Number at close of 1915-16.					
Total of all classes.	Covered wagons.	Open wagons.	Timber trucks, including bolster trucks.	All other classes.	Total of all classes.	Covered wagons.	Open wagons.	Timber trucks, including bolster trucks.	All other classes.	Total of all classes.	Main head.
61	62	63	64	65	66	67	68	69	70	71	72
51	...	...	...	...	...	27	20	...	4	51	30
19	...	...	...	...	...	6	12	...	1	19	31
41	...	7	...	...	7	6	39	...	3	48	33
161	45	1	...	3	49	132	69	...	9	210	34
1,357	50	97	...	...	147	673	730	43	58	1,504	1
*61	1	1	...	...	2	20	41	...	2	63	35
484	32	106	...	...	138	190	405	...	27	622	2
61	...	...	...	...	...	14	44	...	3	61	36
...	25	15	...	...	40	25	15	...	...	40	37
64	1	20	...	2	23	6	77	...	4	87	39
29	...	...	...	...	...	...	29	...	...	29	40
72	...	...	...	—3	—3	27	42	...	...	69	41
50	...	...	...	...	...	8	40	...	2	50	42
15	...	...	...	...	...	9	6	...	...	15	5
95	...	...	...	...	...	80	11	...	4	95	3
107	...	...	...	...	...	70	36	...	1	107	5
18	...	...	...	...	...	8	8	...	2	18	45
428	25	9	—8	—30	—4	173	84	39	128	424	8
27	16	...	...	...	16	26	12	2	3	43	46
176	—12	...	—5	—12	—29	66	51	4	26	147	8
15	4	...	...	—4	...	10	4	...	1	15	48
...	...	...	Information not available			...	...	...	...	...	49
78	...	...	...	...	...	30	48	...	...	78	10
70	—6	...	...	...	1	14	47	...	3	64	23
20	...	—1	...	1	...	8	11	...	1	20	1
30	...	...	...	...	...	12	16	...	2	30	50
19	...	...	...	...	...	2	14	...	3	19	1
71	...	...	...	...	...	58	3	2	8	71	26
209	...	...	...	...	...	168	36	2	3	209	51
78	...	4	...	...	4	38	37	4	3	82	52
53	3	50	...	7	60	34	60	...	19	113	8
*3,959	184	309	—13	—36	444	1,940	2,047	96	320	4,403	
274	66	9	...	—4	71	181	155	6	3	345	53
346	—3	18	—1	—29	—15	192	138	...	1	331	54
88	...	...	...	...	...	14	63	...	11	88	55
9	...	...	...	...	...	4	4	...	1	9	56
8	...	...	...	...	...	1	6	...	1	8	57
96	2	12	...	...	14	52	46	1	11	110	58
...	...	20	...	...	20	...	20	...	...	20	59
25	...	...	...	...	...	7	16	...	2	25	5
10	...	...	...	...	...	1	7	...	2	10	21
24	...	...	...	...	...	...	...	12	12	24	60
*880	65	59	—1	—33	90	452	455	19	44	970	
184,076	2,918	1,344	78	299	4,643	122,691	54,043	3,600	8,181	188,719	

*Revised figures.

Number of, outlay on, and work done by, rolling-stock

Classification No. of Railway. (Detailed in "Index" to Appendix I.)		Railway.	Goods						
			Number of all classes per mile of line open on 31st March 1916, excluding 2nd, 3rd, etc., tracks.	Average mileage run by each *per annum*.	Average mileage run by each *per diem*.	Average tare in tons.		Average carrying capacity in tons.	
Main head.	Sub-head.					Covered wagons.	Open wagons.	Covered wagons.	Open wagons.
73.	74	75	76	77	78	79	80	81	82
		5′ 6″ gauge.							
1	(*a*)	Bengal-Nagpur	7·98	15,279	42	8·43	8·59	16·23	17·77
2	(*a*) *to* (*e*)	Bombay, Baroda and Central India.	7·14	12,883	35	8·36	8·26	18·86	19·17
3	(*a*) & (*b*)	Eastern Bengal	12·42	10,403	28	8·85	7·98	16·90	18·28
4	(*a*) to (*c*)	East Indian	12·59	19,093	52	7·99	7·56	18·16	16·74
5	(*a*) to (*g*)	Great Indian Peninsula ...	5·74	13,648	37	8·91	7·66	18·32	16·43
6	(*a*) to (*c*)	Madras and Southern Mahratta.	4·47	13,796	38	8·16	7·70	17·50	17·02
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	5·28	15,009	41	8·35	7·32	18·03	19·24
8	(*a*) to (*n*)	North Western	5·33	13,107	30	8·38	7·33	21·32	17·63
9	(*a*) & (*b*)	Oudh and Rohilkhand ...	4·91	11,377	31	8·05	6·80	17·97	13·61
10	(*a*)	South Indian	2·94	11,216	31	8·00	7·53	17·25	18·19
		Total ...	...	...	...	...	...	...	...
		3′ 3¾″ gauge.							
12	(*a*)	Assam-Bengal	4·54	6,488	18	5·37	4·15	10·68	9·17
13	...	Bengal and North-Western ...	*4·17	*11,050	*30	4·26	*2·88	10·93	*10·34
14	...	Bengal Dooars	3·40	...	...	...	...	9·80	10·00
15	...	Bhavnagar State	2·06	7,718	21	3·83	3·10	7·35	7·83
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	4·07	19,557	54	4·55	4·53	10·38	12·44
16	...	Burma	4·99	9,853	27	4·79	3·88	10·73	9·32
18	...	Dibru-Sadiya	15·06	...	...	...	...	...	...
3	(*c*) to (*e*)	Eastern Bengal	4·77	...	..	6·95	4·45	12·30	10·90
19	...	Gondal-Porbandar State ...	1·95	6,566	18	3·84	3·17	7·56	7·88
20	...	Jamnagar	1·48	4,171	11	4·25	4·11	7·35	7·35
21	(*a*) to (*e*)	Jodhpur-Bikaner	1·57	12,072	33	5·36	5·06	9·54	13·30
22	...	Junagad State	1·76	8,047	22	4·00	3·90	7·35	7·44
6	(*d*) to (*m*)	Madras and Southern Mahratta	3·07	14,955	41	4·14	4·38	8·16	9·62
23	...	Morvi	1·54	...	...	4·80	5·30	7·25	12·00
7	(*c*) to (*e*)	Nizam's Guaranteed State ...	2·26	12,908	35	4·60	4·06	11·22	11·91
26	(*a*) & (*b*)	Rohilkund and Kumaon ...	3·60	6,936	19	5·00	3·32	13·45	9·28
10	(*b*) to (*j*)	South Indian	3·57	17,139	47	6·19	4·68	12·05	9·76
27	...	Udaipur-Chitorgarh ...	0·79	6,683	18	4·04	3·19	8·92	7·40
		Total ...	...	...	...	...	...	...	...

* The calculations have been arrived at without taking into account 150 5′ 6″ gauge coal wagons purchased from and kept for use on, the East Indian railway.

DIX 17—*contd.*

during the financial year 1915-16 (except where otherwise stated).

STOCK—*concld.*								NUMBER.
Average load of a goods vehicle, loaded and empty, per mile.	Freight ton-mileage per vehicle, in thousands of tons.	Average under repairs or renewals at any one time.	Percentage of the average number of goods vehicles under repairs or renewals at any one time on the total stock on the list.	Total value, in thousands of rupees, on 31st March 1916.	Total value per mile of line open on 31st March 1916, excluding 2nd, 3rd, etc., tracks.	Grand total value of rolling-stock in thousands of rupees on 31st March 1916.	Grand total value of rolling-stock per mile of line open on 31st March 1916, excluding 2nd, 3rd, etc., tracks.	Main head.
83	84	85	86	87	88	89	90	91
8·64	110	1,179	7·72	5,68,77	26,940	9,53,98	50,514	1
7·40	91	456	4·86	2,62,66	21,535	5,46,70	44,823	2
4·91	52	272	3·83	2,32,65	41,534	4,56,12	81,425	3
8·70	143	1,263	3·62	12,13,48	44,629	21,09,29	77,574	4
8·47	159	1,283	7·04	5,26,34	16,915	13,76,81	44,246	5
7·61	122	448	9·29	1,44,56	13,403	3,34,86	31,047	6
8·12	84	70	3·76	52,55	14,928	1,03,09	29,287	7
7·67	89	1,309	4·81	7,85,15	15,334	19,45,45	37,995	8
5·88	48	577	7·25	†3,31,46	†20,434	4,68,53	28,884	9
7·55	81	93	5·47	54,77	12,281	1,49,69	33,567	10
...	...	...	...	...	...	...	...	
4·40	31	182	3·51	95,49	11,819	1,88,32	23,309	12
**4·08	**35	481	5·81	†2,30,76	†11,166	3,35,90	16,254	13
...	...	2	2·58	8,85	5,787	17,81	11,645	14
3·25	33	53	10·34	599	2,408	18,08	7,261	15
4·02	69	619	6·90	1,07,87	4,831	3,68,44	16,501	2
4·54	44	539	6·68	1,56,05	9,763	3,74,68	23,440	16
...	...	...	...	...	...	¶35,31	¶41,047	18
...	...	248	4·49	§1,34,21	§11,974	§3,03,59	§27,086	3
3·30	34	30	6·99	4,94	2,252	14,41	6,557	19
2·94	17	...	...	1,72	3,177	4,11	7,575	20
4·08	77	63	3·02	37,23	2,799	92,46	6,950	21
3·30	21	7	3·46	3,22	2,666	8,88	7,343	22
3·99	54	259	4·04	‡1,00,45	‡4,927	‡2,46,98	‡12,113	6
...	...	8	7·02	2,57	3,471	11,23	15,184	23
4·81	58	25	2·27	21,50	4,874	58,83	13,339	7
5·65	23	63	3·08	39,73	6,953	81,35	14,238	26
4·00	68	162	3·66	84,60	6,805	3,02,39	24,325	10
2·49	29	...	...	85	1,261	3,98	5,913	27
...	...	...	...	...	...	...	...	

† Includes the outlay on coaching stock.
‡ Excludes the outlay by the West of India Portuguese railway.
§ Includes the outlay on the 2' 6" gauge section.
¶ Excludes the outlay by the Ledo and Tikak-Margherita Colliery railway.
** The calculations have been arrived at without taking into account 150 5' 6" gauge coal wagons purchased from, and kept for use on, the East Indian railway.

Number of, outlay on, and work done by, rolling-stock

Classification No. of Railway (Detailed in "Index" to Appendix I.)		Railway.	Goods						
			Number of all classes per mile of line open on 31st March 1916, excluding 2nd, 3rd, etc., tracks.	Average mileage run by each *per annum*.	Average mileage run by each *per diem*.	Average tare in tons.		Average carrying capacity in tons.	
Main head.	Sub-head.					Covered wagons.	Open wagons.	Covered wagons.	Open wagons.
73	74	75	76	77	78	79	80	81	82
		2′ 6″ gauge.							
30	...	Arrah-Sasaram Light ...	0·84	...	...	3·20	2·94	8·00	8·00
31	...	Bangalore-Chik Ballapur Light	0·67	...	...	3·00	3·00	6·50	6·00
33	...	Baraset-Basirhat Light ...	0·92	...	...	2·75	2·50	7·00	7·00
34	...	Barsi Light	1·79	...	...	6·59	4·79	13·60	15·33
1	(*b*), (*c*), (*e*), (*g*) & (*h*).	Bengal-Nagpur	1·87	...	...	7·46	6·61	16·03	16·07
35	(*a*)	Bengal Provincial	1·89	...	...	...	...	...	...
2	(*m*) to (*r*)	Bombay, Baroda and Central India.	2·17	...	...	2·93	3·82	5·80	10·20
36	...	Bukhtiarpur-Bihar Light ...	1·85	...	...	2·75	2·50	6·00	7·00
37	...	Bardwan-Katwa	2·17	...	...	...	...	...	...
39	...	Champaner-Shivrajpur Light ...	4·29	14,718	40	6·75	4·07	14·10	8·90
40	...	Cutch State ...	0·78	...	...	...	6·83	...	6·00
41	...	Dehri-Rohtas Light ...	2·90	...	...	...	...	...	...
42	...	Dholpur-Bari	1·37	...	...	7·00	3·40	16·00	9·00
5	(*h*)	Dhond-Baramati	0·55	...	...	6·70	5·30	16·00	16·00
3	(*c*)	Eastern Bengal	2·65	...	...	3·22	1·98	4·63	4·07
5	(*i*)	Ellichpur-Yeotmal ...	0·91	...	...	6·70	4·30	16·00	11·55
45	...	Godhra-Lunavada	0·70	...	...	6·75	6·25	16·00	16·00
8	(*o*), (*q*) & (*r*)	Jacobabad-Kashmor, Kohat Thal and Nowshera-Durgai.	2·37	...	...	...	...	...	...
46	...	Jessore-Jhenidah	1·14	...	...	...	...	...	...
8	(*p*)	Kalka-Simla	2·45	6,578	18	6·66	6·53	14·90	18·33
48	...	Kolar District	0·37	...	...	3·00	3·00	6·50	6·00
49	...	Madaya Light	Information not available			...	...	...	...
10	(*k*) & (*l*)	Morappur-Hosur and Tirupattur-Krishnagiri.	0·79	9,758	26	6·46	5·75	9·50	10·00
23	...	Morvi	3·39	...	...	4·00	3·50	5·00	8·00
1	(*d*)	Mourbhanj State	0·62	...	...	5·84	5·12	13·10	11·64
50	...	Nadiad-Kapadvanj ...	1·07	...	...	6·99	6·25	16·00	16·00
1	(*f*)	Parlakimedi Light ...	0·77	...	...	6·98	4·06	9·04	7·38
26	(*c*)	Powayan Light	1·82	...	...	3·16	...	6·00	...
51	...	Shahdara (Delhi)-Saharanpur Light.	2·26	...	...	3·70	3·40	8·00	8·00
52	...	Tezpore-Balipara Light ...	4·08	...	...	2·00	2·00	4·00	4·00
8	(*e*)	Trans Indus (Kalabagh-Bannu)	1·22	7,380	20	7·03	3·56	17·17	9·00
		Total ...	...	...	...	...	...	...	...
		2′ 0″ gauge.							
53	(*a*) & (*b*)	Darjeeling-Himalayan ...	2·35	...	...	...	...	...	...
54	...	Gwalior Light	...	...	...	...	...	...	...
55	...	Howrah-Amta Light ...	2·01	...	...	2·50	2·25	5·00	5·00
56	...	Howrah-Sheakhala Light ...	0·46	...	...	2·50	2·25	5·00	5·00
57	...	Jagadhri Light	2·42	14,332	39	3·30	2·47	7·00	7·00
58	...	Jorhat (Provincial) ...	3·38	...	...	...	...	...	...
59	...	Kulase-Karapatnam-Tissianvillai Light.	1·11	3,644	10	...	1·56	...	4·00
5	(*g*)	Matheran Light	1·98	...	...	1·80	1·80	3·00	3·00
21	(*f*)	Pipar-Bilara Light	0·40	...	...	3·03	2·23	5·00	5·71
60	...	Tarikere-Narasimharajapura ...	2·00	...	...	...	...	...	...
		Total ...	...	...	...	...	...	...	...
		Grand Total ...	...	...	...	...	...	...	...

DIX 17—*concld.*

during the financial year 1915-16 (except where otherwise stated).

STOCK—*concld.*								NUMBER.
Average load of a goods vehicle, loaded and empty, per mile.	Freight ton-mileage per vehicle, in thousands of tons.	Average under repairs or renewals at any one time.	Percentage of the average number of goods vehicles under repairs or renewals at any one time on the total stock on the list.	Total value in thousands of rupees on 31st March 1916.	Total value per mile of line open on 31st March 1916, excluding 2nd, 3rd, etc., tracks.	Grand total value of rolling-stock, in thousands of rupees on 31st March 1916.	Grand total value of rolling-stock per mile of line open on 31st March 1916, excluding 2nd, 3rd, etc., tracks.	Main head.
83	84	85	86	87	88	89	90	91
...	...	...	...	1,07	1,765	3,64	6,012	30
1·25	...	...	...	44	1,556	1,55	5,462	31
...	...	...	...	84	1,611	4,56	8,732	33
...	...	4	1·90	†14,94	†12,901	20,98	18,118	34
3·25	...	68	4·54	52,85	6,647	1,26,69	15,934	1
...	...	...	...	85	2,353	2,65	7,959	35
...	...	14	2·25	9,63	3,367	18,26	6,384	2
...	...	...	...	1,46	4,419	3,27	9,897	36
...	...	...	...	...	...	...	...	37
...	...	...	...	1,03	5,078	2,27	11,194	39
...	...	...	...	†59	†1,605	1,34	3,647	40
...	...	...	...	56	3,622	1,45	6,084	41
...	...	...	...	82	2,261	2,53	6,947	42
...	...	...	...	48	1,761	1,67	6,147	5
...	Included with	the Eastern Be	ngal railway,	(3′ 3⅜″ gauge	section).	...	...	3
...	28	...	...	3,21	2,736	6,53	5,572	5
...	...	...	...	46	1,818	1,45	5,691	45
...	...	20	4·72	7,09	3,971	19,31	10,386	8
...	...	...	...	...	...	2,26	6,177	46
3·63	21	11	7·85	4,23	7,059	20,64	34,442	8
2·78	...	...	...	25	632	1,16	2,881	48
...	...	...	...	Information	not furnished.	...	...	49
1·89	16	2	2·56	2,46	2,496	7,36	7,452	10
...	...	5	7·81	1,19	6,278	3,47	18,365	23
1·06	...	...	...	54	1,675	1,70	5,253	1
...	...	...	...	48	1,707	1,78	6,395	50
·075	11	...	...	*76	*3,093	1,77	7,207	1
...	...	2	2·85	*1,73	*4,367	2,75	6,958	26
...	...	3	1·43	4,95	5,349	9,42	10,178	51
...	...	...	...	77	3,854	2,28	11,427	52
3·45	24	...	...	2,46	2,768	14,14	15,906	8
...	...	...	...	...	...	...	...	
...	...	...	...	†7,62	†5,167	12,71	8,623	53
...	...	...	...	*7,89	*3,154	14,95	5,980	54
...	...	...	...	1,27	2,896	8,84	20,165	55
...	...	...	...	44	2,237	2,42	12,243	56
...	...	1	12·50	11	3,386	39	11,952	57
...	...	...	...	...	...	3,38	10,401	58
...	...	1	5·00	14	794	95	5,342	59
...	...	...	...	†1,42	†11,263	2,83	22,449	5
...	...	...	...	*33	*1,320	52	2,079	21
...	...	...	...	...	...	25	2,131	60
...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	

* Includes the outlay on coaching stock.
† Includes the outlay on coaching stock and motor cars.

APPEN

Rolling-stock fitted with automatic brakes

Classification No. of Railway. (Detailed in "Index" to Appendix 1).		Railway system.	Locomotives.								
			Engines employed exclusively on passenger working.			Engines employed exclusively on goods working.			Engines employed exclusively on mixed working, or on both passenger working and goods working.		
Main head.	Sub-head.		Fitted.	Not fitted.	Percentage of fitted on total.	Fitted.	Not fitted.	Percentage of fitted on total.	Fitted.	Not fitted.	Percentage of fitted on total.
1	2	3	4	5	6	7	8	9	10	11	12
		5′ 6″ Gauge.									
1	(*a*)	Bengal-Nagpur ...	94	...	100·00	...	...	...	320	86	78·82
2	(*a*) to (*e*)	Bombay, Baroda and Central India.	145	...	100·00	...	...	...	192	22	89·72
3	(*a*) & (*b*)	Eastern Bengal ...	114	...	100·00	75	5	93·75	80	33	70·80
4	(*a*) to (*c*)	East Indian ...	248	...	100·00	733	143	83·68	161	4	97·58
5	(*a*) to (*g*)	Great Indian Peninsula ...	352	...	100·00	649	3	99·54	175	13	93·09
6	(*a*) to (*c*)	Madras and Southern Mahratta.	71	...	100·00	...	...	...	166	19	89·73
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	2	...	100·00	...	21	...	31	19	62·00
8	(*a*) to (*a*)	North Western ...	361	...	100·00	939	...	100·00	73	7	91·25
9	(*a*) & (*b*)	Oudh and Rohilkhand ...	99	...	100·00	...	...	...	173	9	95·05
10	(*a*)	South Indian	33	...	100·00	...	...	...	88	12	88·00
		3′ 3½″ Gauge.									
12	...	Assam-Bengal ...	5	...	100·00	...	...	...	108	...	100·00
13	...	Bengal and North-Western	54	...	100·00	...	...	...	97	167	36·74
14	...	Bengal Dooars ...	...	...	...	...	...	...	6	10	37·50
15	...	Bhavnagar State ...	...	...	...	...	...	...	12	10	54·55
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	219	...	100·00	...	...	...	245	38	86·57
16	...	Burma	12	...	100·00	...	...	...	251	72	77·71
18	...	Dibru-Sadiya	...	...	...	...	...	...	11	15	42·31
3	(*c*) to (*e*)	Eastern Bengal ...	94	...	100·00	80	...	100·00	73	13	84·88
19	...	Gondal-Porbandar State ...	...	...	...	...	...	...	8	9	47·06
20	...	Jamnagar	...	...	...	...	...	...	4	...	100·00
21	(*a*) to (*e*)	Jodhpur-Bikaner ...	...	...	...	...	...	...	5	102	4·67
22	...	Junagad State ...	...	...	...	...	...	...	5	8	38·46
6	(*d*) to (*m*)	Madras and Southern Mahratta.	42	...	100·00	27	...	100·00	65	172	27·43
23	...	Morvi	5	...	100·00	...	2	...	2	3	40·00
7	(*c*) to (*e*)	Nizam's Guaranteed State	17	...	100·00	10	5	66·67	16	22	42·11
26	(*a*) & (*b*)	Rohilkund and Kumaon ...	7	...	100·00	...	2	...	32	24	57·14
10	(*b*) to (*f*)	South Indian	35	...	100·00	...	...	...	268	19	93·38
27	...	Udaipur-Chitorgarh ...	...	...	...	...	...	...	...	4	...
		Carried over ...	1,979	...	...	2,513	181	...	2,667	912	...

DIX 18.

on the 31st March 1916.

Coaching vehicles, including brake-vans used exclusively on passenger service.				Goods vehicles, including brake-vans used indiscriminately on passenger, goods or mixed service, but excluding cranes and their dummy trucks.				Railway system.	Classification No. of Railway. (Detailed in "Index" to Appendix 1).	
Braked.	Piped.	Not fitted.	Percentage of braked and piped on total.	Braked.	Piped.	Not fitted.	Percentage of braked and piped on total.		Sub-head.	Main head.
13	14	15	16	17	18	19	20	21	22	23
								5′ 6″ Gauge.		
1,088	30	...	100·00	8,770	1,384	4,950	67·23	Bengal-Nagpur ...	(*a*)	1
901	3	...	100·00	5,242	418	3,702	60·46	Bombay, Baroda and Central India.	(*a*) to (*e*)	2
610	51	128	83·78	3,462	1,132	2,621	63·67	Eastern Bengal ...	(*a*) & (*b*)	3
2,117	11	182	92·12	18,785	279	15,774	54·72	East Indian	(*a*) to (*c*)	4
2,074	...	39	98·15	8,445	546	9,136	49·60	Great Indian Peninsula ...	(*a*) to (*g*)	5
*732	...	...	100·00	2,695	2,097	...	100·00	Madras and Southern Mahratta.	(*a*) to (*c*)	6
185	2	...	100·00	560	3	1,286	30·45	Nizam's Guaranteed State...	(*a*) & (*b*)	7
3,071	65	...	100·00	21,266	1,471	4,399	83·79	North Western ...	(*a*) to (*n*)	8
1,026	51	7	99·35	3,660	1,802	2,456	68·98	Oudh and Rohilkhand ...	(*a*) & (*b*)	9
361	...	...	100·00	1,098	199	398	76·52	South Indian	(*a*)	10
								3′ 3¾″ Gauge.		
418	6	...	100·00	3,037	319	380	89·83	Assam-Bengal ...	...	12
631	231	275	75·81	‡264	21	8,898	3·10	Bengal and North-Western	...	13
4	10	37	27·45	3	3	456	1·30	Bengal Dooars ...	...	14
44	25	52	57·02	...	2	511	0·39	Bhavnagar State ...	...	15
1,527	83	...	100·00	3,400	5,097	516	94·27	Bombay, Baroda and Central India.	(*f*) to (*l*)	2
†700	42	293	71·69	3,152	17	4,733	40·19	Burma	...	16
30	6	44	45·00	289	400	688	50·04	Dibru-Sadiya	...	18
729	94	37	95·70	483	58	5,001	9·76	Eastern Bengal ...	(*c*) to (*e*)	3
23	28	39	56·67	...	3	424	0·70	Gondal-Porbandar State ...	...	19
4	9	17	43·33	...	...	84	...	Jamnagar	...	20
...	23	245	8·58	...	...	2,085	...	Jodhpur-Bikaner ...	(*a*) to (*e*)	21
27	14	18	69·49	...	8	205	3·75	Junagad State ...	...	22
593	106	576	54·82	217	...	6,161	3·40	Madras and Southern Mahratta.	(*d*) to (*m*)	6
45	7	16	76·47	...	...	114	...	Morvi	...	23
172	5	...	100·00	134	6	959	12·74	Nizam's Guaranteed State	(*c*) & (*d*)	7
83	52	112	54·66	17	4	2,015	1·03	Rohilkund and Kumaon ...	(*a*) & (*b*)	26
927	42	495	66·19	129	161	4,129	6·56	South Indian ...	(*b*) to (*f*)	10
...	14	17	45·16	...	...	55	...	Udaipur-Chitorgarh ...	...	27
18,122	1,010	2,629	...	85,108	15,430	82,136	...			

* Excludes two rail motor cars fitted with automatic vacuum brake.
† Excludes three rail motor cars fitted with automatic vacuum brake.
‡ Includes 150 5′ 6″ gauge coal wagons purchased from, and kept for use on, the East Indian railway.

Rolling-stock fitted with automatic brakes

Classification No. of Railway. (Detailed in "Index" to Appendix 1.)		Railway system.	Locomotives.								
			Engines employed exclusively on passenger working.			Engines employed exclusively on goods working.			Engines employed exclusively on mixed working or on both passenger working and goods working.		
Main head.	Sub-head.		Fitted.	Not fitted.	Percentage of fitted on total.	Fitted.	Not fitted.	Percentage of fitted on total.	Fitted.	Not fitted.	Percentage of fitted on total.
1	2	3	4	5	6	7	8	9	10	11	12
		Brought forward ...	1,979	...	...	2,513	181	...	2,667	912	...
		2′ 6″ Gauge.									
30	...	Arrah-Sasaram Light ...	...	...	...	...	...	...	...	5	...
31	...	Bangalore-Chik Ballapur Light.	...	...	...	...	...	...	...	2	...
33	...	Baraset-Basirhat Light ...	...	...	...	...	...	...	...	7	...
34	...	Barsi Light	...	...	...	...	...	...	16	1	94·12
1	(*b*) to (*h*)	Bengal-Nagpur ...	...	...	...	...	...	...	101	11	90·18
35	...	Bengal Provincial ...	...	...	...	...	...	...	...	6	...
2	(*m*) to (*r*)	Bombay, Baroda and Central India.	...	...	...	...	...	...	...	29	...
36	...	Bukhtiarpur-Bihar Light ...	...	...	...	...	...	...	...	4	...
37	...	Burdwan-Katwa ...	...	...	...	...	...	...	...	4	...
39	...	Champaner-Shivrajpur Light	...	...	...	...	...	...	...	4	...
40	...	Cutch State	...	...	...	...	...	...	...	5	...
41	...	Dehri-Rohtas Light ...	...	...	...	...	...	...	...	3	...
42	...	Dholpur-Bari ...	...	...	...	...	...	...	...	4	...
5	(*h*)	Dhond-Baramati ...	...	...	...	...	...	...	...	2	...
3	(*c*)	Eastern Bengal ...	...	...	...	...	...	...	...	5	...
5	(*i*)	Ellichpur-Yeotmal ...	...	...	...	...	...	...	...	7	...
45	...	Godhra-Lunawada ...	...	...	...	...	...	...	...	2	...
8	(*o*), (*q*) and (*r*)	Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	...	...	...	...	...	...	5	25	16·67
46	...	Jessore-Jhenidah ...	...	...	...	...	...	...	...	5	...
8	(*p*)	Kalka-Simla	...	...	...	...	...	...	24	...	100·00
48	...	Kolar District ...	...	...	...	...	...	...	...	3	...
49	...	Madaya Light ...	Information not available.			...	...	...	...	...	...
10	(*k*) and (*l*)	Morappur-Hosur and Tirupattur-Krishnagiri.	...	...	...	...	...	...	3	6	33·33
23	...	Morvi	...	3	...	...	1	...	...	1	...
50	...	Nadiad-Kapadvanj ...	...	...	...	...	...	...	...	3	...
26	(*c*)	Powayan Light ...	...	...	...	...	...	...	...	5	...
51	...	Shahdara (Delhi)-Saharanpur Light.	...	...	...	...	...	...	...	8	...
52	...	Tezpore-Balipara Light ...	...	...	...	...	...	...	...	3	...
8	(*s*)	Trans Indus (Kalabagh-Bannu).	...	...	...	...	...	...	17	...	100·00
		2′ 0″ Gauge.									
53	(*a*) & (*b*)	Darjeeling-Himalayan ...	...	...	...	...	...	...	1	21	4·55
54	...	Gwalior Light ...	...	...	...	...	...	...	...	26	...
55	...	Howrah-Amta Light ...	...	...	...	...	...	...	...	17	...
56	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...	...	4	...
57	...	Jagadhri Light ...	...	...	...	...	...	...	...	2	...
58	...	Jorhat (Provincial) ...	...	...	...	...	...	...	...	8	...
59	...	Kulasekarapatnam-Tissianvillai Light.	...	...	...	...	...	...	...	4	...
5	(*f*)	Matheran	...	...	...	...	...	...	2	3	40·00
21	(*f*)	Pipar-Bilara Light ...	...	...	...	...	...	...	...	2	...
60	...	Tarikere-Narasimharajapura	...	...	...	...	...	...	...	2	...
		Total ...	1,979	3	99·55	2,513	182	93·25	2,836	1,161	70·95

DIX 18—*concld.*

on the 31st March 1916.

Coaching vehicles, including brake-vans used exclusively on passenger service.				Goods vehicles, including brake-vans used indiscriminately on passenger, goods or mixed service, but excluding cranes and their dummy trucks.				Railway system.	Classification No. of Railway (detailed in "Index" to Appendix 1).	
Braked.	Piped.	Not fitted.	Percentage of braked and piped on total.	Braked.	Piped.	Not fitted.	Percentage of braked and piped on total.		Sub-head.	Main head.
13	14	15	16	17	18	19	20	21	22	23
18,122	1,010	2,629	...	85,108	15,430	82,136	...	Brought forward ...		
								2′ 6″ Gauge.		
...	...	23	...	...	...	51	...	Arrah-Sasaram Light ...	...	30
...	...	7	...	...	...	19	...	Bangalore-Chik Ballapur Light.	...	31
...	...	45	...	...	...	48	...	Baraset-Basirhat Light ...	...	33
49	...	...	100·00	72	137	...	100·00	Barsi Light	...	34
270	...	39	87·38	1,403	...	134	91·28	Bengal-Nagpur	(*b*) to (*h*)	1
...	...	25	...	...	...	63	...	Bengal Provincial ...	...	35
...	...	103	...	...	...	622	...	Bombay, Baroda and Central India.	(*m*) to (*r*)	2
...	...	19	...	...	...	61	...	Bukhtiarpur-Bihar Light	...	36
...	...	34	...	...	...	40	...	Burdwan-Katwa ...	...	37
...	...	4	...	...	...	87	...	Champaner-Shivrajpur Light	...	39
...	...	7	...	...	...	29	...	Cutch State	...	40
...	...	8	...	...	...	69	...	Dehri-Rohtas Light ...	...	41
...	...	9	...	...	...	50	...	Dholpur-Bari	...	42
...	...	5	...	...	...	15	...	Dhond-Baramati ...	(*h*)	5
...	...	55	...	...	...	95	...	Eastern Bengal ...	(*c*)	3
...	...	16	...	...	...	107	...	Ellichpur-Yeotmal ...	(*i*)	5
...	...	6	...	...	...	18	...	Godhra-Lunavada ...	...	45
...	...	102	...	...	...	424	...	Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	(*o*),(*q*) & (*r*)	8
...	...	18	...	...	...	43	...	Jessore-Jhenidah ...	...	46
106	...	...	100·00	144	1	...	100·00	Kalka-Simla	(*p*)	8
...	...	6	...	...	...	15	...	Kolar District ...	...	48
Information not available.			...	...	...	...	...	Madaya Light ...	...	46
...	...	35	...	...	...	78	...	Morappur-Hosur and Tirupattur-Krishnagiri.	(*k*) & (*l*)	10
...	...	43	...	...	...	64	...	Morvi	...	23
...	...	7	...	...	...	30	...	Nadiad-Kapadvanj ...	...	50
...	...	18	...	...	...	71	...	Powayan Light ...	(*c*)	26
...	...	43	...	...	...	209	...	Shahdara (Delhi)-Saharanpur Light.	...	51
...	...	14	...	...	...	82	...	Tezpore-Balipara Light ...	...	52
49	...	1	98·60	54	36	23	79·65	Trans Indus (Kalabagh-Bannu)	(*s*)	8
								2′ 0″ Gauge.		
...	...	120	...	...	...	345	...	Darjeeling-Himalayan ...	...	53
...	...	87	...	...	...	331	...	Gwalior Light ...	...	54
...	...	108	...	...	...	88	...	Howrah-Amta Light ...	...	55
...	...	32	...	...	...	9	...	Howrah-Sheakhala Light...	...	56
...	...	4	...	...	...	8	...	Jagadhri Light ...	...	57
...	...	34	...	...	...	109	...	Jorhat (Provincial) ...	...	58
...	...	23	...	...	...	20	...	Kulase-Karapatnam-Tissian-villai Light.	...	59
...	...	35	...	...	...	24	...	Matheran	(*j*)	5
...	...	5	...	...	...	10	...	Pipar-Bilara Light ...	(*f*)	21
...	...	...	...	...	...	24		Tarikere-Narasimharajapura		60
18,596	1,010	3,769	83·88	86,781	15,604	85,651	54·45			

APPENDIX 19.

Rolling-stock lighted by either gas or electricity on the 31st March 1916.

Classification No. of Railway (detailed in "Index" to Appendix 1).		Railway system.	Number of vehicles fitted for lighting with			Number of vehicles not fitted.	Proportion per cent of fitted to total.	Remarks.
Main head.	Sub-head.		Gas.	Electricity.	Total.			
1	2	3	4	5	6	7	8	9
		5′ 6″ gauge.						
1	(*a*)	Bengal-Nagpur	902	102	1,004	...	100·00	
2	(*a*) to (*e*)	Bombay, Baroda and Central India	906	107	1,013	1	99·90	
3	(*a*) & (*b*)	Eastern Bengal	523	100	623	149	80·70	
4	(*a*) to (*c*)	East Indian	1,694	151	1,845	157	92·16	
5	(*a*) to (*g*)	Great Indian Peninsula	1,605	273	1,878	39	97·96	
6	(*a*) to (*c*)	Madras and Southern Mahratta	865	*25	890	57	93·98	* Thirteen of these vehicles are also fitted for gas.
7	(*a*) & (*b*)	Nizam's Guaranteed State	140	20	160	57	73·73	
8	(*a*) to (*n*)	North Western	2,696	478	3,174	...	100·00	
9	(*a*) & (*b*)	Oudh and Rohilkhand	843	†135	978	123	88·83	† Four of these vehicles are also fitted for gas.
10	(*a*).	South Indian	217	168	385	36	91·45	
		3′ 3⅜″ gauge.						
12	(*a*)	Assam-Bengal	382	16	398	5	98·76	
13	...	Bengal and North-Western	...	1,268	1,268	114	91·75	
14	...	Bengal Dooars	...	60	60	4	93·75	
15	...	Bhavnagar State	...	29	29	85	25·44	
2	(*f*) to (*l*)	Bombay, Baroda and Central India.	...	1,454	1,454	162	89·97	
16	...	Burma	...	247	247	759	24·55	
18	...	Dibru-Sadiya	...	27	27	53	33·75	
3	(*c*) to (*e*)	Eastern Bengal	727	132	859	29	96·73	
19	...	Gondal-Porbandar State	...	54	54	33	62·07	
20	...	Jamnagar	...	1	1	29	3·33	
21	(*a*) to (*e*)	Jodhpur-Bikaner	...	300	300	23	92·88	
22	...	Junagad State	...	10	10	47	17·54	
6	(*d*) to (*m*)	Madras and Southern Mahratta	1,299	‡6	1,305	12	99·09	‡These vehicles are also fitted for gas.
23	...	Morvi	...	...	...	68	...	
7	(*c*) to (*e*)	Nizam's Guaranteed State	138	3	141	62	69·46	
26	(*a*) & (*b*)	Rohilkund and Kumaon	...	179	179	96	65·09	
10	(*b*) to (*j*)	South Indian	...	878	878	81	91·55	
27	...	Udaipur-Chitorgarh	...	34	34	1	97·14	
		2′ 6″ gauge.						
30	...	Arrah-Sasaram Light	...	27	27	...	100·00	
31	...	Bangalore-Chik Ballapur Light	...	...	...	7	...	
33	...	Baraset-Basirhat Light	...	48	48	...	100·00	
34	...	Barsi Light	...	49	49	...	100·00	
1	(*b*) to (*h*)	Bengal-Nagpur	270	...	270	42	86·54	
35	(*a*)	Bengal Provincial	...	...	...	25	...	
2	(*m*) to (*r*)	Bombay, Baroda and Central India	...	3	3	98	2·97	
36	...	Bukhtiarpur-Bihar Light	...	22	22	...	100·00	
37	...	Burdwan-Katwa	...	26	26	8	76·47	
39	...	Champaner-Shivrajpur Light	...	...	...	4	...	
40	...	Cutch State	...	...	...	7	...	
41	...	Dehri-Rohtas Light	...	...	...	8	...	
42	...	Dholpur-Bari	...	9	9	...	100·00	
5	(*h*)	Dhond-Baramati	5	...	5	...	100·00	
3	(*c*)	Eastern Bengal	...	...	...	55	...	
5	(*i*)	Ellichpur-Yeotmal	16	...	16	...	100·00	
45	...	Godhra-Lunavada	...	...	...	6	...	
8	(*o*), (*q*) & (*r*).	Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	...	46	46	59	43·81	
46	...	Jessore-Jhenidah	...	16	16	2	88·89	
8	(*p*)	Kalka-Simla	...	112	112	...	100·00	
48	...	Kolar District	...	...	...	6	...	
49	...	Madaya Light	§	...	...	...	...	
10	(*k*) & (*l*)	Morappur-Hosur and Tirupattur-Krishnagiri.	...	...	...	35	...	§ Information not available.
23	...	Morvi	...	...	...	43	...	
50	...	Nadiad-Kapadvanj	...	...	...	7	...	
26	(*c*)	Powayan Light	...	...	...	18	...	
51	...	Shahdara (Delhi)-Saharanpur Light	...	42	42	...	100·00	
52	...	Tezpore-Balipara Light	...	...	...	14	...	
8	(*s*)	Trans Indus (Kalabagh-Bannu)	...	50	50	...	100·00	
		2′ 0″ gauge.						
53	(*a*) & (*b*)	Darjeeling-Himalayan	..	40	40	15	72·73	
54	...	Gwalior Light	...	...	...	87	...	
55	...	Howrah-Amta Light	...	114	114	5	95·80	
56	...	Howrah-Sheakhala Light	...	30	30	3	90·91	
57	...	Jagadhri Light	...	...	...	4	...	
58	...	Jorhat (Provincial)	...	...	...	34	...	
59	...	Kulase-Karapatnam-Tissianvillai Light.	...	...	...	23	...	
5	(*j*)	Matheran Light	...	...	...	35	...	
21	(*f*)	Pipar-Bilara Light	...	...	...	5	...	
60	...	Tarikere-Narasimharajapura		...	...	...	...	
		Total	13,228	6,891	20,119	2,937	87·26	

APPENDIX 20.

Trains provided with means of communication throughout between passengers and railway servants on the 31st March 1916.

Classification No. of Railway. (Detailed in "Index" to Appendix 1).		Railway system.	Particulars.	Mail.	Passenger.	Mixed.	Total.	Remarks.
Main head.	Sub-head.							
1	2	3	4	5	6	7	8	9
		5′ 6″ gauge.						
1	(a)	Bengal-Nagpur	Total number of trains run	4	71	31	106	
			Total number of trains fitted with communication.	4	71	...	75	
2	(a) to (e)	Bombay, Baroda and Central India.	Total number of trains run	4	166	28	198	
			Total number of trains fitted with communication.	4	166	28	198	
3	(a) & (b)	Eastern Bengal	Total number of trains run...	7	137	30	174	
			Total number of trains fitted with communication.	7	137	14	158	
4	(a) to (c)	East Indian ...	Total number of trains run	4	132	129	265	
			Total number of trains fitted with communication.	4	54	...	58	
5	(a) to (g)	Great Indian Peninsula.	Total number of trains run	18	130	92	240	
			Total number of trains fitted with communication.	18	130	...	148	
6	(a) to (c)	Madras and Southern Mahratta.	Total number of trains run	8	111	33	152	
			Total number of trains fitted with communication.	8	111	...	119	
7	(a) & (b)	Nizam's Guaranteed State.	Total number of trains run	2	5	4	11	
			Total number of trains fitted with communication.	2	5	...	7	
8	(a) to (n)	North Western	Total number of trains run	10	115	125	250	
			Total number of trains fitted with communication.	10	115	37	162	
9	(a) & (b)	Oudh and Rohilkhand.	Total number of trains run	2	14	89	105	
			Total number of trains fitted with communication.	2	14	58	74	
10	(a)	South Indian ...	Total number of trains run	4	15	45	64	
			Total number of trains fitted with communication.	4	15	45	64	
		3′ 3⅜″ gauge.						
12	(a)	Assam-Bengal	Total number of trains run	...	...	29	29	
			Total number of trains fitted with communication.	...	...	22	22	
13	...	Bengal and North-Western.	Total number of trains run...	...	10	196	206	
			Total number of trains fitted with communication.	...	10	...	10	
15	...	Bhavnagar State	Total number of trains run	2	11	13	26	
			Total number of trains fitted with communication.	2	4	...	6	
2	(f) to (l)	Bombay, Baroda and Central India.	Total number of trains run	7	57	92	156	
			Total number of trains fitted with communication.	7	57	77	141	
16	...	Burma ...	Total number of trains run	6	132	85	223	
			Total number of trains fitted with communication.	6	...	16	22	
3	(c) to (e)	Eastern Bengal	Total number of trains run	4	59	29	92	
			Total number of trains fitted with communication.	4	59	2	65	
19	...	Gondal-Porbandar State.	Total number of trains run	...	6	12	18	
			Total number of trains fitted with communication.	...	5	...	5	
21	(a) to (e)	Jodhpur-Bikaner.	Total number of trains run	2	2	34	38	
			Total number of trains fitted with communication.	2	2	34	38	
6	(d) to (m)	Madras and Southern Mahratta.	Total number of trains run...	8	13	100	121	
			Total number of trains fitted with communication.	2	2	...	4	
23	...	Morvi ...	Total number of trains run	2	...	4	6	
			Total number of trains fitted with communication.	2	...	...	2	
7	(c) to (e)	Nizam's Guaranteed State.	Total number of trains run	...	22	4	26	
			Total number of trains fitted with communication.	...	22	...	22	
26	(a) & (b)	Rohilkund and Kumaon.	Total number of trains run...	...	4	32	36	
			Total number of trains fitted with communication.	...	4	...	4	
10	(b) to (j)	South Indian ...	Total number of trains run	12	83	146	241	
			Total number of trains fitted with communication.	10	81	6	97	
		2′ 6″ gauge.						
1	(b to (h)	Bengal-Nagpur	Total number of trains run	...	8	28	36	
			Total number of trains fitted with communication.	...	8	20	28	
8	(s)	Trans-Indus (Kalabagh-Bannu.)	Total number of trains run	...	...	2	2	
			Total number of trains fitted with communication.	...	...	2	2	

APPENDIX 21.

Carriages provided with means of communication between passengers and railway servants on the 31st March 1916.

Classification No. of Railway. (Detailed in "Index" to Appendix 1).		Railway System.	Particulars.	First class, including saloons, dining cars and reserved carriages.	Second class.	Intermediate class.	Third class.	All other carriages, including composites, but excluding those (such as carriage trucks, luggage vans, etc.), which do not require to be provided with means of communication.	Total.	Remarks.
Main head.	Sub-head.									
1	2	3	4	5	6	7	8	9	10	11
		5' 6" gauge.								
1	(a)	Bengal-Nagpur	Total number of carriages ...	69	27	50	610	215	971	
			Total number of carriages fitted with communication.	69	27	50	610	215	971	
2	(a) to (e)	Bombay, Baroda and Central India.	Total number of carriages ...	47	35	...	485	164	731	
			Total number of carriages fitted with communication.	47	35	...	481	161	724	
3	(a) & (b)	Eastern Bengal	Total number of carriages ...	43	14	43	332	230	662	
			Total number of carriages fitted with communication.	43	14	43	332	230	662	
4	(a) to (c)	East Indian ...	Total number of carriages ...	147	66	91	942	678	1,924	
			Total number of carriages fitted with communication.	144	66	91	444	637	1,382	
5	(a) to (g)	Great Indian Peninsula.	Total number of carriages ...	134	138	...	916	729	1,917	
			Total number of carriages fitted with communication.	134	138	...	877	729	1,878	
6	(a) to (c)	Madras and Southern Mahratta.	Total number of carriages ...	42	25	4	344	275	690	
			Total number of carriages fitted with communication.	42	25	4	344	275	690	
7	(a) & (b)	Nizam's Guaranteed State.	Total number of carriages ...	37	10	...	51	71	169	
			Total number of carriages fitted with communication.	37	10	...	51	71	169	
8	(a) to (r)	North Western	Total number of carriages ...	188	58	121	1,201	881	2,449	
			Total number of carriages fitted with communication.	188	58	121	1,201	881	2,449	
9	(a) & (b)	Oudh and Rohilkhand.	Total number of carriages ...	81	29	35	386	327	858	
			Total number of carriages fitted with communication.	81	29	35	384	253	782	
10	(a)	South Indian ...	Total number of carriages ...	12	26	...	186	121	345	
			Total number of carriages fitted with communication.	12	26	...	186	121	345	

APPENDIX 21—*concld.*

Carriages provided with means of communication between passengers and railway servants on the 31st March 1916.

Classification No. of Railway. (Detailed in "Index" to Appendix 1).		Railway system.	Particulars.	First class, including saloons, dining cars and reserved carriages.	Second class.	Intermediate class.	Third class.	All other carriages' including composites, but excluding those (such as carriage trucks, luggage vans, etc.), which do not require to be provided with means of communication.	Total.	Remarks.
Main head.	Sub-head.									
1	2	3	4	5	6	7	8	9	10	11
		3′ 3⅜″ Gauge.								
12	(*a*)	Assam-Bengal ...	Total number of carriages ...	38	...	...	141	121	300	
			Total number of carriages fitted with communication.	38	...	...	141	121	300	
13	...	Bengal and North-Western.	Total number of carriages ...	64	34	32	797	204	1,131	
			Total number of carriages fitted with communication.	64	34	32	590	139	859	
14	...	Bengal Dooars ...	Total number of carriages ...	8	...	...	26	17	51	
			Total number of carriages fitted with communication.	1	...	...	...	5	6	
15	...	Bhavnagar State	Total number of carriages ...	11	5	...	65	33	114	
			Total number of carriages fitted with communication.	8	4	...	27	20	59	
2	(*f*) to (*l*)	Bombay, Baroda and Central India	Total number of carriages ...	99	31	28	990	306	1,454	
			Total number of carriages fitted with communication.	99	31	28	942	303	1,403	
16	...	Burma ...	Total number of carriages ...	61	28	...	540	279	908	
			Total number of carriages fitted with communication.	31	...	...	264	178	473	
3	(*c*) to (*e*)	Eastern Bengal	Total number of carriages ...	62	7	51	371	216	707	
			Total number of carriages fitted with communication.	62	7	51	371	216	707	
19	...	Gondal-Porbandar State.	Total number of carriages ...	9	4	...	46	28	87	
			Total number of carriages fitted with communication.	8	3	...	20	20	51	
20	...	Jamnagar ...	Total number of carriages ...	5	...	...	17	7	29	
			Total number of carriages fitted with communication.	3	...	...	2	2	7	
21	(*a*) to (*e*)	Jodhpur-Bikaner	Total number of carriages ...	26	9	19	127	140	321	
			Total number of carriages fitted with communication.	26	9	19	127	140	321	
22	...	Junagad State ...	Total number of carriages ...	10	1	...	25	14	50	
			Total number of carriages fitted with communication.	4	1	...	13	11	29	
6	(*d*) to (*m*)	Madras and Southern Mahratta.	Total number of carriages ...	83	28	...	625	495	1,231	
			Total number of carriages fitted with communication.	74	24	...	311	290	699	
23	...	Morvi ...	Total number of carriages ...	4	1	...	37	26	68	
			Total number of carriages fitted with communication.	4	1	...	27	16	48	
7	(*c*) to (*e*)	Nizam's Guaranteed State.	Total number of carriages ...	21	10	...	68	64	163	
			Total number of carriages fitted with communication.	21	10	...	68	64	163	
26	(*a*) & (*b*)	Rohilkund and Kumaon.	Total number of carriages ...	18	5	3	151	98	275	
			Total number of carriages fitted with communication.	18	5	...	65	60	148	
10	(*b*) to (*j*)	South Indian ...	Total number of carriages ...	72	39	...	906	299	1,316	
			Total number of carriages fitted with communication.	44	15	...	600	206	865	
		2′ 6″ Gauge.								
1	(*b*) to (*h*)	Bengal-Nagpur	Total number of carriages ...	12	3	3	179	106	303	
			Total number of carriages fitted with communication.	9	3	3	152	97	264	
8	(*s*)	Trans-Indus (Kalabagh-Bannu).	Total number of carriages ...	1	...	...	29	20	50	
			Total number of carriages fitted with communication.	...	...	...	23	18	41	

APPENDIX 22.

Railways on which points and signals were interlocked on the 31st March 1916.

Classification number of Railway (detailed in "Index" to Appendix 1).		Railway system.	Stations at which points and signals were interlocked.						
Main head.	Sub-head.		Total number of stations on railway including flag stations, and block huts outside station limits.	Number of stations including flag stations, and block huts outside station limits, fitted with each system of interlocking.	System of interlocking.	Total number of levers in use in each system of interlocking excluding spare levers.	Total number of spare levers of each system of interlocking.	Total initial cost of each system of interlocking excluding repairs.	Cost per working lever.
1	2	3	4	5	6	7	8	9	10
		5' 6" Gauge.						Rs.	Rs.
1	(a)	Bengal-Nagpur	300	21	Direct Interlocking	643	88	6,65,918	1,036
				182	Indirect Interlocking.	1,820	160	11,89,651	653
2	(a) to (e)	Bombay, Baroda and Central India.	208	74	Direct Interlocking	1,962	328	18,32,000	934
				70	Indirect Interlocking.	987	33	6,12,000	620
3	(a) & (b)	Eastern Bengal	167	60	Direct Interlocking	1,588	303	12,72,957	802
				34	Indirect Interlocking.	489	44	1,48,783	304
4	(a) to (c)	East Indian	522	151	Direct Interlocking	5,038	536	22,17,500	440
				255	Indirect Interlocking.	2,828	153	8,05,980	285
5	(a) to (g)	Great Indian Peninsula	531	289	Direct Interlocking	9,504	2,064	51,51,897	542
				13	Indirect Interlocking.	130	26	47,560	366
6	(a) to (c)	Madras and Southern Mahratta.	215	30	Direct Interlocking	428	76	3,41,972	799
				105	Indirect Interlocking.	781	7	4,54,056	581
7	(a) & (b)	Nizam's Guaranteed State	56	2	Direct Interlocking	74	2	45,813	619
				16	Indirect Interlocking.	142	10	1,03,815	731
9	(a) to (n)	North Western	856	166	Direct Interlocking	5,809	1,187	34,56,355	595
				344	Indirect Interlocking.	8,757	17	14,05,118	374
9	(a) & (b)	Oudh and Rohilkhand	280	35	Direct Interlocking	1,673	357	8,64,285	517
				186	Indirect Interlocking.	2,091	71	7,16,441	343
10	(a)	South Indian	86	1	Direct Interlocking	12	8	5,350	446
				69	Indirect Interlocking.	532	112	2,76,000	519
		3' 3⅜" Gauge.							
12	(a)	Assam-Bengal	159	4	Indirect Interlocking.	48	...	28,766	599
13	...	Bengal and North-Western.	342	11	Indirect Interlocking.	108	...	62,581	579
14	...	Bengal Dooars	30	...	...	...	...	...	...
15	...	Bhavnagar State	42	...	...	...	...	...	...
2	(f) to (l)	Bombay, Baroda and Central India.	334	27	Direct Interlocking	1,252	46	4,76,329	380
				85	Indirect Interlocking.	859	3	2,39,780	279
16	...	Burma	316	19	Direct Interlocking	739	154	5,43,555	735
				119	Indirect Interlocking.	584	28	6,77,480	1,160
		Carried over	4,444	2,365	...	43,878	5,813	2,36,41,942	...

Note.—"Direct interlocking" covers those systems in which the levers that work the points are directly interlocked by means of tappets with the levers which work the signals.
"Indirect interlocking" covers all those systems in which the levers which work the points are indirectly interlocked with the levers which work the signals.

APPENDIX 22—*concld.*

Railways on which points and signals were interlocked on the 31st March 1916.

Classification number of railway (Detailed in "Index" to Appendix 1).		Railway system.	Stations at which points and signals were interlocked.						
Main head.	Sub-head.		Total number of stations on railway including flag stations, and block huts outside station limits.	Number of stations including flag stations, and block huts outside station limits fitted with each system of interlocking.	System of interlocking.	Total number of levers in use in each system of interlocking excluding spare levers.	Total number of spare levers of each system of interlocking.	Total initial cost of each system of interlocking excluding repairs.	Cost per working lever.
1	2	3	4	5	6	7	8	9	10
								Rs.	Rs.
		Brought forward .	4,444	2,365	...	43,878	5,813	2,36,41,942	...
		3′ 3⅜″ Gauge—*concld.*							
18	...	Dibru-Sadiya . . .	36	...	...	...	...	...	...
3	(*c*) to (*e*)	Eastern Bengal . .	197	6	Direct Interlocking	253	55	2,37,686	939
				43	Indirect Interlocking.	648	44	2,48,268	383
19	...	Gondal-Porbandar State.	31	...	...	...	...	...	...
20	...	Jamnagar . . .	7	...	...	...	...	...	...
21	(*a*) to (*e*)	Jodhpur-Bikaner .	168	...	...	...	...	...	...
22	...	Junagad State . .	16	...	...	...	...	...	...
6	(*d*) to (*m*)	Madras and Southern Mahratta.	312	3	Direct Interlocking	68	8	36,200	532
				56	Indirect Interlocking	229	9	1,49,000	650
23	...	Morvi	13	...	...	...	...	...	...
7	(*c*) to (*e*)	Nizam's Guaranteed State.	75	1	Direct Interlocking	51	6	40,295	790
				58	Indirect Interlocking.	348	3	2,33,657	671
26	(*a*) & (*b*)	Rohilkund and Kumaon.	98	...	...	...	...	...	...
10	(*b*) to (*j*)	South Indian . .	307	2	Direct Interlocking	59	10	61,550	1,043
				166	Indirect Interlocking.	1,354	363	6,98,600	516
27	...	Udaipur-Chitorgarh. .	12	...	...	...	...	...	...
		2′ 6″ Gauge.							
30	...	Arrah-Sasaram Light .	18	...	...	...	...	...	...
31	...	Bangalore-Chik Ballapur Light.	10	...	...	...	...	...	...
33	...	Baraset-Basirhat Light.	28	1	Direct Interlocking	4	...	3,892	973
34	...	Barsi Light . . .	23	...	...	...	...	...	...
1	(*b*) to (*h*)	Bengal-Nagpur . .	106	...	...	...	...	...	...
35	(*a*)	Bengal Provincial .	17	...	...	...	...	...	...
2	(*m*) to (*r*)	Bombay, Baroda and Central India.	98	...	...	...	...	...	...
36	...	Bukhtiarpur-Bihar Light	14	...	...	...	...	...	...
37	...	Burdwan-Katwa ...	13	...	...	...	...	...	...
39	...	Champaner-Shivrajpur Light.	6	...	...	...	...	...	...
40	...	Cutch State . . .	6	...	...	...	...	...	...
41	...	Dehri-Rohtas Light .	6	...	...	...	...	...	...
42	...	Dholpur-Bari . .	10	3	Indirect Interlocking.	4	...	4,107	1,027
5	(*h*)	Dhond Baramati . .	3	...	...	...	...	...	...
3	(*c*)	Eastern Bengal . .	12	...	...	...	...	...	...
5	(*i*)	Ellichpur-Yeotmal.. .	21	...	...	...	...	...	...
45	...	Godhra-Lunavada .	6	...	...	...	...	...	...
8	(*o*), (*q*) & (*r*).	Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	35	...	...	...	...	...	...
46	...	Jessore-Jhenidah . .	12	...	...	...	...	...	...
8	(*p*)	Kalka-Simla . . .	21	...	...	...	...	...	...
48	...	Kolar District . .	11	...	...	...	...	...	...
49	...	Madaya Light . .	*	...	...	...	...	...	...
10	(*k*) & (*l*)	Morappur-Hosur and Tirupattur-Krishnagiri.	15	...	...	...	...	...	...
23	...	Morvi.	5	...	...	...	...	...	...
50	..	Nadiad-Kapadvanj .	7	...	...	...	...	...	...
26	(*c*)	Powayan Light . .	10	...	...	...	...	...	...
51	...	Shahdara (Delhi)-Saharanpur Light.	19	...	...	...	...	...	...
52	...	Tezpore-Balipara Light .	7	...	...	...	...	...	...
8	(*s*)	Trans-Indus (Kalabagh-Bannu).	14	...	...	...	...	...	...
		2′ 0″ Gauge.							
53	(*a*) & (*b*)	Darjeeling-Himalayan .	37	...	...	...	...	...	...
54	...	Gwalior Light . .	35	...	...	...	...	...	...
55	...	Howrah-Amta Light .	27	2	Direct Interlocking	11	...	2,320	211
56	...	Howrah-Sheakhala Light	14	...	...	...	...	...	...
57	...	Jagadhri Light . .	2	...	...	...	...	...	...
58	...	Jorhat (Provincial) . .	14	...	...	...	...	...	...
51	...	Kulasekarapatnam-Tissianvillai Light	7	...	...	...	...	...	...
5	(*i*)	Matheran Light . .	5	...	...	...	...	...	...
21	(*f*)	Pipar-Bilara Light .	5	...	...	...	...	...	...
60	...	Tarikere Narasimharajapura.	2	...	...	...	...	...	...
		Total .	6,417	2,706	...	46,907	6,311	2,53,57,497	...

* Information not available.

NOTE.—"Direct interlocking" covers those systems in which the levers that work the points are directly interlocked by means of tappets with the levers which work the signals.

"Indirect interlocking" covers all those systems in which the levers which work the points are indirectly interlocked with the levers which work the signals.

APPENDIX 23.

Railways on which block instruments were used for train signalling on the 31st March 1916.

Classification number of railway (detailed in "Index" to Appendix 1).		Railway system.	Block sections on which block instruments were used for train signalling.				Remarks.
Main head.	Sub-head.		Total number of block sections on railway.	Name of system of block working.	Total initial cost of each system of block working excluding repairs.	Cost per section.	
1	2	3	4	5	6	7	8
		5′ 6″ Gauge.			Rs.	Rs.	
1	(a)	Bengal-Nagpur...	199	Neale's, single line .	3,01,684	1,516	
			9	Theobald's Train Key, single line.	7,875	875	
			1	Webb and Thompson's, single line.	1,000	1,000	
2	(a) to (e)	Bombay, Baroda and Central India.	23	Sykes' (L. & B.) .	49,450	2,150	
			105	Tyer's Tablet, single line.	1,63,275	1,555	
			43	Tyer's three position, double line.	39,990	930	
3	(a) & (b)	Eastern Bengal ...	92	Neale's, single line .	1,65,667	1,800	
			39	Pryce and Ferreira's (L. & B.)	93,917	2,408	
			28	Pryce and Ferreira's, double line.	40,035	1,430	
4	(a) to (c)	East Indian ...	120	East Indian railway's, double line.	1,00,320	836	
			24	East Indian railway's (L. & B.)	28,704	1,196	
			88	East Indian railway's, single line.	74,712	849	
			135	Neale's, single line .	1,58,625	1,175	
			61	Pryce and Ferreira's (L. & B.)	90,585	1,485	
			98	Train wire, single line. No token.	12,740	130	
			19	Tyer's Tablet, single line.	27,075	1,425	
5	(a) to (g)	Great Indian Peninsula.	71	Great Indian Peninsula railway, three wire, three position, double line.	35,500	500	
			214	Neale's, single line .	2,35,400	1,100	
			120	Preece's, double line .	66,000	550	
			48	Preece's, single line. .	26,400	550	
			85	Train wire, single line. No token.	25,500	300	
			67	Tyer's three position, double line.	56,950	850	
6	(a) to (c)	Madras and Southern Mahratta.	155	Theobald's Train Key, single line.	72,887	470	
			20	Winter's, double line .	7,200	360	
7	(a) & (b)	Nizam's Guaranteed State.	29	Webb and Thompson's, single line.	43,500	1,500	
8	(a) to (n)	North Western ...	36	Tyer's two position (L. & B.)	1,17,000	3,250	
9	(a) & (b)	Oudh and Rohilkhand.	15	Neale's, single line .	24,711	1,647	
10	(a)	South Indian ...	72	Theobald's Train Key, single line.	82,800	1,150	
		3′ 3⅜″ Gauge.					
12	(a)	Assam-Bengal ...	...	...	...	...	
13	...	Bengal and North-Western.	3	Neale's, single line .	4,480	1,493	
			10	Tyer's Tablet, single line	15,519	1,552	
14	...	Bengal Dooars ...	...	...	...	...	
15	...	Bhavnagar State	2	Theobald's Train Key, single line.	1,207	603	
2	(f) to (l)	Bombay, Baroda and Central India.	237	Tyer's Tablet, single line	3,72,801	1,573	
			1	East Indian railway's, single line	865	865	
			90	Neale's, single line .	1,09,912	1,221	
			22	Sykes' (L. & B.) .	69,926	3,178	
16	...	Burma ...	6	Theobald's Train Key, single line.	6,100	1,017	
			13	Train wire, double line .	2,625	202	
			129	Train wire, single line. No token.	26,051	202	
			1	Tyer's Tablet, single line	1,600	1,600	
		Carried over ...	2,530	...	27,60,588	...	

APPENDIX 23—*concld.*

Railways on which block instruments were used for train signalling on the 31st March 1916.

Classification number of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Block sections on which block instruments were used for train signalling.				Remarks.
Main head.	Sub-head.		Total number of block sections on railway.	Name of system of block working.	Total initial cost of each system of block working excluding repairs.	Cost per section.	
1	2	3	4	5	6	7	8
		Brought forward	2,530	...	Rs. 27,60,588	Rs. ...	
		3' 3⅜" Gauge—*concld.*					
18	...	Dibru-Sadiya	...	...	...	...	
3	(c) to (e)	Eastern Bengal	84	Neale's, single line	1,37,234	1,634	
			2	Pryce and Ferreira's, double line	4,400	2,200	
			18	Tyer's Tablet, single line	50,317	2,795	
19	...	Gondal-Porbandar State.	...	...	...	...	
20	...	Jamnagar	...	...	...	...	
21	(a) to (e)	Jodhpur-Bikaner	...	...	...	...	
22	...	Junagad State.	...	...	...	...	
6	(d) to (m)	Madras and Southern Mahratta.	204	Roberts', single line	1,49,811	734	
			2	Theobald's Train Key, single line.	922	461	
			92	Train wire, single line. No token.	24,421	265	
			3	Winter's, single line.	1,380	460	
23	...	Morvi	...	...	...	...	
7	(c) to (e)	Nizam's Guaranteed State	29	Webb and Thompson's, single line.	43,500	1,500	
26	(a) & (b	Rohilkund and Kumaon	...	...	...	...	
10	(b) to (j)	South Indian	152	Theobald's Train Key, single line.	1,74,800	1,150	
			97	Train wire, single line. No token.	14,550	150	
27	...	Udaipur-Chitorgarh 2' 6" Gauge.	...	...	...	...	
30	...	Arrah-Sasaram Light	...	...	...	...	
31	...	Bangalore-Chik Ballapur Light.	...	...	...	...	
33	...	Baraset-Basirhat Light	...	...	...	...	
34	...	Barsi Light	...	...	...	...	
1	(b) to (h)	Bengal-Nagpur	...	...	...	...	
35	(a)	Bengal Provincial	...	...	...	...	
2	(m) to (r)	Bombay, Baroda and Central India.	...	...	...	...	
36	...	Bukhtiarpur-Bihar Light	...	...	...	...	
37	...	Burdwan-Katwa	...	...	...	...	
39	...	Champaner-Shivrajpur Light.	...	...	...	...	
40	...	Cutch State	...	...	...	...	
41	...	Dehri-Rohtas Light	...	...	...	...	
42	...	Dholpur-Bari	5	Through wire, single line. No token.	500	100	
5	(h)	Dhond-Baramati	2	Train wire, single line. No token.	600	300	
3	(c)	Eastern Bengal	...	...	...	...	
5	(i)	Ellichpur-Yeotmal	18	Train wire, single line. No token.	5,400	300	
45	...	Godhra-Lunavada	...	...	...	...	
8	(o) (q) & (r)	Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	...	...	...	...	
46	...	Jessore-Jhenidah	...	...	...	...	
8	(p)	Kalka-Simla	...	...	...	...	
48	...	Kolar District	...	...	...	...	
49	...	Madaya Light	*	...	...	...	
10	(k) & (l)	Morappur-Hosur and Tirupattur-Krishnagiri	13	Train wire, single line. No token.	1,950	150	*Information not available.
23	...	Morvi	...	...	...	...	
50	...	Nadiad-Kapadvanj	...	...	...	...	
26	(c)	Powayan Light	...	...	...	...	
51	...	Shahdara (Delhi)-Saharanpur Light.	7	...	...	...	
52	...	Tezpore-Balipara Light	...	...	...	...	
8	(s)	Trans-Indus (Kalabagh-Bannu.) 2' 0" Gauge.	...	...	...	...	
53	(a) & (b)	Darjeeling-Himalayan	...	...	...	...	
54	...	Gwalior Light	...	...	...	...	
55	...	Howrah-Amta Light	...	...	...	...	
56	...	Howrah-Sheakala Light	...	...	...	...	
57	...	Jagadhri Light	...	...	...	...	
58	...	Jorhat (Provincial).	...	...	...	...	
59	...	Kulase-Karapatnam-Tissianvillai Light.	...	...	...	...	
5	(j)	Matheran Light	...	...	...	...	
21	(f)	Pipar-Bilara Light	...	...	...	...	
60	...	Tarikere-Narasimharajapura.	...	...	...	...	
		Total	3,251	...	88,70,373	...	

APPEN

Value of stores purchased by the Principal Railways during the

A.—Value of stores
B.—Value of imported
C.—Value of stores of

NOTE.—Materials invariably purchased in India such as bricks, lime

Classes.	Bengal-Nagpur.			Bombay, Baroda and Central India.		
	A	B	C	A	B	C
(A) Bridge work	4	...	...	39	10	28
(B) Engineer's plant excluding petty tools	3	1	...	20	19	2
(C) Workshop Machinery and Heavy Tools	86	15	1	11	26	1
(D) Permanent way :—						
(*a*) Rails	...	...	...	8,62	...	1,58
(*b*) Steel sleepers	4,45	...	...	21	...	...
(*c*) Cast iron sleepers	...	...	...	3,30	...	1,79
(*d*) Chairs and Fastenings	25	...	2	5,50	1	97
(E) Rolling-stock :—						
(*a*) Locomotives and spare parts	32,59	22	3,26	9,85	29	1,50
(*b*) Coaching stock	6	...	...	1,09	...	...
(*c*) Goods stock	9,99	...	...	38	...	...
(*d*) Spare parts Coaching and Goods stock ...	5,93	87	2,28	5,10	70	2,36
(*e*) Motor cars	...	...	...	...	5	...
(F) Building and Station Materials and Fencing ...	6	9	1	69	2,15	1,36
(G) Tools and Stores :—						
(*a*) Tools and Cutlery	...	51	...	49	59	28
(*b*) Steel (excluding permanent-way materials) ...	...	55	...	1,28	3,72	1
(*c*) Iron (excluding permanent-way materials) ...	38	1,23	16	64	44	50
(*d*) Other metals	...	1,08	1	2,07	1,75	17
(*e*) Coal and Coke	...	...	16,82	...	7	53,88
(*f*) Portland cement	26	...	4	42	20	1
(*g*) All other stores	1	9,48	2,95	2,82	9,04	9,88
(H) Electrical plant and materials	1,96	86	2	80	1,16	...
Total ...	56,87	15,05	25,58	43,96	20,63	74,60

NOTE.—{Assam Bengal.
{Great Indian Peninsula.

DIX 24—*contd.*

financial year 1915-16 showing in thousands of rupees :—

imported direct.
stores purchased in India.
Indian manufacture or of indigenous origin.
and mortar, timber, ballast, etc., etc., are not included.

Eastern Bengal.			East Indian.			Madras and Southern Mahratta.			North Western.		
A	B	C	A	B	C	A	B	C	A	B	C
...	...	60	44	20	9	2	...	7	85	5	89
1,07	4	14	89	1,23	...	23	3	...	1,11	29	2
2,01	10	...	2,39	72	...	1,42	7	...	1,58	21	...
1,35	...	2,59	4,21	...	97	3,11	...	4,64	...	...	2,32
...	...	...	...	...	...	4,36	...	...	...	...	...
...	...	...	14	...	...	11	...	99	7	...	6,05
1,56	2	63	43	1,50	2,69	1,75	...	40	6,26	5	26
22,93	30	...	20,26	...	...	6,95	27	1	17,02	17	25
20,10	29	...	3,06	...	...	22	...	...	71	...	...
5,40	12	3,88	9,71	...	9,05	8,59	...	10	28,77	...	2,47
37	2	42	17,01	97	...	4,11	13	4	2,24	1,02	10
...	1	...	...	...	...	...	...	...	5	1	...
43	44	98	1,80	74	3,22	56	43	66	45	35	68
50	18	7	84	6	...	8	32	6	63	50	32
1,09	31	16	1,58	59	4,17	33	29	...	6,63	72	2,98
1,02	23	43	2,43	1,66	3,32	84	71	35	4	11	12
59	34	40	3,72	15	1,35	88	77	...	2,95	70	1
...	...	23,86	...	...	11,03	...	...	29,59	1,26	...	77,05
57	...	...	2,06	...	...	84	22	...	48		...
3,25	6,01	4,60	6,39	14,15	19,08	4,58	6,57	3,39	4,24	6,68	14,44
1,11	1,12	2	3,12	1,04	...	88	11	...	1,77	1,47	27
63,34	9,58	38,78	80,51	23,01	54,97	39,86	9,92	40,30	77,11	12,34	1,08,22

} Information is not available for 1915-16.

APPEN

Value of stores purchased by the Principal Railways during the

A.—Value of stores
B.—Value of imported
C.—Value of stores of

NOTE.—Materials invariably purchased in India such as bricks, lime

Classes.	Oudh and Rohilkhund.			South Indian.		
	A	B	C	A	B	C
(A) Bridge work	...	2	10	1,41	29	...
(B) Engineer's plant excluding petty tools	3	2	1	16	32	...
(C) Workshop Machinery and Heavy Tools	34	1	...	17	3	...
(D) Permanent-way :—						
(*a*) Rails	...	...	1,81	54	...	...
(*b*) Steel sleepers	...	...	...	...	...	...
(*c*) Cast iron sleepers	...	...	...	4	...	...
(*d*) Chairs and Fastenings	1,01	1	50	81	6	1
(E) Rolling-stock :—						
(*a*) Locomotives and spare parts	5,81	2	...	15,35	...	...
(*b*) Coaching stock	...	...	...	1,74	...	...
(*c*) Goods stock	...	...	...			
(*d*) Spare parts Coaching and Goods stock ...	2,96	19	13	13,19	18	...
(*e*) Motor cars	...	...	...	47	...	...
(F) Building and Station Materials and Fencing ...	17	24	60	51	40	4
(G) Tools and Stores :—						
(*a*) Tools and Cutlery	21	13	5	25	9	1
(*b*) Steel (excluding permanent-way materials) ...	19	35	2	18	15	1
(*c*) Iron (excluding permanent-way materials) ...	22	1	61	52	10	3
(*d*) Other metals	41	6	24	44	7	1
(*e*) Coal and Coke	...	...	7,12	2,99	...	23,57
(*f*) Portland cement	...	...	...	...	84	...
(*g*) All other stores	1,40	1,78	2,30	4,06	1,81	2,15
(H) Electrical plant and materials	54	20	1	67	35	2
Total ...	13,29	3,04	13,50	43,50	4,69	30,85

DIX 24—*concld.*

financial year 1915-16 showing in thousands of rupees :—

imported direct.
stores purchased in India.
Indian manufacture or of indigenous origin.
and mortar, timber, ballast, etc., etc., are not included.

Bengal and North-Western.			Burma.			Rohilkhund and Kumaon.			Total expenditure for railways who have reported for 1915-16.		
A	B	C	A	B	C	A	B	C	A	B	C
19	...	...	6	...	...	...	...	...	3,40	66	2,02
...	3	...	5	2	3	1	1	...	3,78	2,19	22
...	1	...	12	2	...	1	1	...	9,01	1,59	2
11	...	...	19	...	...	...	62	...	18,13	62	13,91
...	...	...	...	...	...	...	...	...	9,02	...	...
...	...	...	...	...	...	...	...	...	3,63	...	8,83
...	...	...	54	...	...	18	9	...	18,29	1,74	5,48
6	...	...	3,78	1	...	11	5	1	1,34,71	1,33	5,03
...	11	...	3,05	...	...	...	1	1	28,29	41	1
...	...	...	5	...	...	...	...	...	62,89	12	15,50
12	...	...	1,11	12	...	11	2	1	52,25	4,22	5,34
...	...	...	...	...	...	...	...	...	52	7	1...
...	4	1	22	18	24	...	5	...	4,89	5,11	7,80
2	5	2	18	9	...	...	7	1	3,20	2,50	62
9	14	...	38	77	...	2	3	...	11,77	7,62	7,35
...	30	...	40	11	...	7	8	...	6,59	4,98	5,52
1	23	1	47	1	...	10	26	...	11,63	5,42	2,20
...	...	6,63	...	...	17,74	...	...	6,27	4,25	7	2,75,56
...	...	...	19	...	...	...	1	...	4,62	1,28	5
5	2,61	1,46	1,46	68	28	12	59	90	28,38	59,40	31,43
9	4	1	34	12	...	2	5	...	11,30	6,52	35
74	3,56	8,14	12,59	2,18	18,29	75	1,95	4,21	4,30,78	1,05,85	4,17,44

APPEN

Number of servants of all races employed on each railway system (open lines only) and the

Classification No. of Railway (Detailed in "Index" to Appendix I).		Railway system.	Number of servants employed.							
			Europeans.		Anglo-Indians.		Indians.		Total.	
Main head.	Sub-head.		1914-15.	1915-16.	1914-15.	1915-16.	1914-15.	1915-16.	1914-15.	1915-16.
1	2	3	4	5	6	7	8	9	10	11
1	...	Bengal-Nagpur	633	624	844	794	38,290	40,033	39,767	41,451
2	...	Bombay, Baroda and Central India	737	666	808	780	59,264	58,791	60,809	60,237
3	...	Eastern Bengal	468	396	625	600	39,148	38,404	40,241	39,400
4	...	East Indian	1,622	1,589	1,298	1,379	97,044	98,423	99,964	101,391
5	...	Great Indian Peninsula	*1,425	1,492	1,027	1,150	*72,197	94,247	74,649	96,889
6	...	Madras and Southern Mahratta	301	294	1,756	1,762	41,576	43,229	43,633	45,285
7	...	Nizam's Guaranteed State	118	103	349	335	11,588	11,672	12,055	12,110
8	...	North Western	1,267	1,169	788	761	94,555	92,452	96,605	94,382
9	...	Oudh and Rohilkhand	281	240	326	365	24,418	25,171	25,025	25,776
10	...	South Indian	*239	209	*1,296	1,267	*25,758	26,051	*27,293	27,527
12	...	Assam-Bengal	82	57	246	223	8,632	8,767	8,960	9,047
13	...	Bengal and North-Western	155	136	296	228	23,890	23,384	24,281	23,748
14	...	Bengal Dooars	5	7	3	4	1,511	1,557	1,519	1,568
15	...	Bhavnagar State	3	2	17	16	2,220	*2,098	2,240	2,116
16	...	Burma	162	142	594	591	17,600	17,909	18,356	18,642
18	...	Dibru-Sadiya	13	13	...	...	1,959	1,989	1,972	2,002
19	...	Gondal-Porbandar State	3	2	17	12	1,517	1,658	1,537	1,672
20	...	Jamnagar	1	2	...	...	319	320	320	322
21	...	Jodhpur-Bikaner	17	17	11	13	7,281	7,816	7,309	7,846
22	...	Junagad State	1	1	6	6	728	823	735	830
23	...	Morvi	...	...	...	...	505	503	505	503
26	...	Rohilkund and Kumaon	55	48	19	26	4,966	4,585	5,040	4,659
27	...	Udaipur-Chitorgarh	2	2	...	...	366	366	368	368
30	...	Arrah-Sasaram Light	2	1	1	2	311	287	314	290
31	...	Bangalore-Chik Ballapur Light	...	...	...	2	*12	58	12	60
33	...	Baraset-Basirhat Light	...	...	3	2	403	409	406	411
34	...	Barsi Light	9	5	46	43	957	982	1,012	1,030
35	...	Bengal Provincial	...	...	1	1	278	270	279	271
36	...	Bukhtiarpore-Bihar Light	...	...	1	2	191	192	192	194
37	...	Burdwan-Katwa	...	3	...	3	...	274	...	280
39	...	Champaner-Shivrajpur Light	*2	2	...	...	*461	463	463	465
40	...	Cutch State	1	1	...	...	199	199	200	200
41	...	Dehri-Rohtas Light	1	1	...	...	202	203	203	204
42	...	Dholpur-Bari	1	1	...	...	193	218	194	219
45	...	Godhra-Lunavada	¶	¶	¶	¶	¶	¶	¶	¶
46	...	Jessore-Jhenidah	...	4	*3	4	*229	306	232	314
48	...	Kolar District	...	...	...	2	*14	59	14	61
49	...	Madaya Light	†	†	†	†	†	†	†	†
50	...	Nadiad-Kapadvanj	¶	¶	¶	¶	¶	¶	¶	¶
51	...	Shahdara (Delhi)-Saharanpur Light	4	4	1	1	638	627	643	632
52	...	Tezpore-Balipara Light	3	3	1	1	294	283	298	287
53	...	Darjeeling-Himalayan	18	27	19	21	1,030	1,951	1,067	1,999
54	...	Gwalior Light	3	3	1	1	522	522	526	526
55	...	Howrah-Amta Light	6	5	11	10	766	834	783	849
56	...	Howrah-Sheakhala Light	...	...	...	...	189	205	189	205
57	...	Jagadhri Light	...	...	...	...	44	45	44	45
58	...	Jorhat (Provincial)	1	1	...	...	226	187	227	188
59	...	Kulasekarapatnam-Tissianvillai	...	1	...	4	...	60	...	65
60	...	Tarikere-Narasimharajapura	...	...	...	1	2	13	2	14
		Total	7,641	7,273	10,349	10,412	582,493	608,895	600,483	626,580

DIX 25.

amounts deposited by them in the Provident Fund at the close of the financial year 1915-16.

Number of depositors in the Provident Fund.		Amount at credit in the Provident Fund on the 31st March 1916, including interest to that date.				Remarks.
Voluntary.	Compulsory.	Voluntary.	Compulsory.	Bonus given by the Railway.	Total to depositors' credit.	
12	13	14	15	16	17	18
		Rs.	Rs.	Rs.	Rs.	
894	7,064	4,29,798	41,56,159	38,48,923	84,34,880	*Revised.
659	9,788	1,87,575	71,10,824	67,73,953	1,40,72,352	
484	8,544	79,875	35,23,026	29,96,369	65 99,270	
7,292	11,190	†	†	†	2,16,41,979	† Amounts under voluntary and compulsory deposits and bonus given by the railway are not available.
...	13,244	...	†	†	2,02,46,223	
...	15,117	...	59,98,243	39,53,433	99,51,676	
...	2,285	...	13,28,395	12,50,707	25,79,102	
816	14,650	1,76,594	81,81,219	75,86,443	1,59,44,256	
157	4,058	39,506	22,06,757	20,20,003	42,66,266	
100	6,668	77,269	30,82,602	27,58,368	59,18,239	
39	1,639	8,923	8,90,642	5,80,862	14,80,427	
13	2,917	97,171	15,17,830	14,47,242	30,62,243	
1	213	97	1,03,305	65,605	1,69,007	
132	325	22,687	1,62,337	1,42,207	3,27,231	
...	3,752	...	23,51,855	20,29,903	43,81,758	
...	22	...	...	...	...	
	305	5,594	75,915	65,232	1,46,741	
27	66	4,120	19,479	18,042	41,641	
133	1,022	38,694	2,87,172	2,65,284	5,91,150	
41	172	4,455	36,327	32,414	73,196	
...	189	...	32,431	3,651	36,082	
2	762	2,005	3,43,461	3,28,903	6,74,369	
...	56	...	13,963	19,151	33,114	
...	40	...	5,564	5,487	11,051	
...	...	...	...	...	...	‡ Information not available.
...	80	...	8,574	10,229	18,803	
...	252	...	42,939	42,618	85,557	
...	93	...	13,570	6,717	20,287	
...	33	...	4,111	4,852	8,963	
...	...	...	...	...	...	
...	104	‖22,575	4,610	7,607	34,792	§ Includes the Godhra-Lunavada and Nadiad-Kapadvanj railways.
...	...	...	...	...	...	‖ Contributions by a depositor who has since become a compulsory depositor.
...	...	...	...	...	...	
... ¶	... ¶	... ¶	... 91	... ¶	... ¶	¶ Included with the Champaner-Shivrajpur Light railway.
...	...	...	...	...	...	
...	...	...	...	...	...	
‡ ¶	‡ ¶	‡ ¶	‡ 91	‡	¶	
...	132	...	35,824	36,323	72,147	
...	...	...	...	...	...	
...	350	...	1,87,677	**1,74,373	3,62,050	** Includes interest on compulsory deposits and bonus.
...	60	...	2,535	2,228	4,763	
...	303	...	42,799	36,542	79,341	
...	26	...	3,537	4,767	8,304	
...	...	...	...	...	...	
6	41	1,045	19,775	12,400	33,220	
...	...	...	...	...	...	
...	...	...	...	...	...	
10,818	105,540	11,97,983	4,17,93,457	3,65,30,838	12,14,10,480	

APPENDIX 26.

Number of men enrolled in Railway Volunteer Corps on the 31st March 1916.

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Corps.	Enrolled Strength.					Total number of European and Anglo-Indian employés on open lines of railway.	Sergeant Instructors furnished by the Army.	Remarks.
			Efficients.			Non-efficients.	Total number of volunteers of *all nationalities* in corps, including those on construction work.			
Main head.	Sub-head.		Officers.	Non-Commissioned officers.	Volunteers.					
1	2	3	4	5	6	7	8	9	10	11
1	...	Bengal-Nagpur—								
		First and Second Battalions, Bengal-Nagpur Railway Volunteer Rifles	46	130	1,190	4	1,370	1,418	10	
2	...	Bombay, Baroda and Central India—								
		First and Second Battalions, Bombay, Baroda and Central India Railway Volunteer Rifles ...	75	185	1,071	4	1,335	1,446	14	
3	...	Eastern Bengal—								
		Eastern Bengal Railway Volunteer Rifles	24	73	799	11	907	996	5	
4	...	East Indian—								
		East Indian Railway Volunteer Rifles	86	323	2,227	19	2,655	2,968	17	
5	...	Great Indian Peninsula—								
		First and Second Battalions, Great Indian Peninsula Railway Volunteer Rifles	59	240	1,640	39	1,978	2,642	11	
6	...	Madras and Southern Mahratta—								
		First and Second Battalions, Madras and Southern Mahratta Railway Volunteer Rifles ...	56	238	1,676	11	1,981	2,056	16	
7	...	Nizam's Guaranteed State—								
		Hyderabad Volunteer Rifles ...	12	30	232	1	275	438	5	
8	...	North Western—								
		First and Second Battalions, North Western Railway Volunteer Rifles	49	154	1,344	16	1,563	1,930	10	
9	...	Oudh and Rohilkhand —								
		Oudh and Rohilkhand Railway Volunteer Rifles	25	82	446	7	560	605	5	
		United Provinces Horse, Oudh Squadron	2	...	...	...	2		...	
10	...	South Indian—								
		South Indian Railway Volunteer Rifles	40	102	1,142	3	1,287	1,476	9	
12	...	Assam-Bengal—								
		Assam-Bengal Railway Volunteer Rifles	26	38	250	2	316	280	3	
13	...	Bengal and North-Western—								
		Bengal and North-Western Railway Volunteer Rifles ...	16	36	255	2	309	364	4	* Two enrolled in the Behar Light Horse.
		United Provinces Horse ...	4	3	*22	...	29		...	
		Carried over ...	520	1,634	12,294	119	14,567	16,619	109	

APPENDIX 26—*concld.*

Number of men enrolled in Railway Volunteer Corps on the 31st March 1916.

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Corps.	Enrolled Strength.					Total number of European and Anglo-Indian employés on open lines of railway.	Sergeant Instructors furnished by the Army.	Remarks.
			Efficients.			Non-efficients.	Total number of volunteers of *all nationalities* in corps, including those on construction work.			
Main head	Sub-head.		Officers.	Non-Commissioned officers.	Volunteers.					
1	2	3	4	5	6	7	8	9	10	11
		Brought forward ...	520	1,634	12,294	119	14,567	16,619	109	
14	...	Bengal Dooars—								
		Northern Bengal Mounted Rifles, C. and G. Squadrons ...	1	...	7	...	8	11	...	
16	...	Burma—								
		Burma Railways Volunteer Corps	53	80	546	15	694	733	10	
18	...	Dibru Sadyia—								
		Assam Valley Light Horse ...	1	2	4	...	7	13	...	
21	...	Jodhpur-Bikaner—								
		Second Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles	1	9	24	...	34	30	...	
26	...	Rohilkund and Kumaon—								
		Bengal and North-Western Railway Volunteer Rifles	5	8	45	2	60	74	...	
27	...	Udaipur-Chitorgarh—								
		Second Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles ...	...	1	...	...	1	2	...	
34	...	Barsi Light—								
		Poona Volunteer Corps ...	1	...	34	5	40	48	...	
35	...	Bengal Provincial—								
		East Indian Railway Volunteer Rifles	...	...	1	...	1	1	...	
39	...	Champaner-Shivrajpur Light—								
		Great Indian Peninsula Railway Volunteer Rifles	1	...	...	...	1	2	...	
46	...	Jessore—Jhenidah—								
		Chota Nagpur Light Horse ...	...	1	...	...	1	8	...	
51	...	Shahdara (Delhi)-Saharanpur Light—								
		North Western Railway Volunteer Rifles	...	...	2	...	2	5	...	
53	...	Darjeeling-Himalayan—								
		Northern Bengal Mounted Rifles, "A" and "B" Troops ...	1	5	25	...	31	48	...	
55	...	Howrah Amta Light—								
		Calcutta Scottish Volunteer Corps.	...	...	1	...	1	15	...	
58	...	Jorhat (Provincial)—								
		Assam Valley Light Horse, "D." Troop	...	...	1	...	1	1	...	
		Total ...	584	1,740	12,984	141	15,449	17,610	119	

APPENDIX 27.

Strength and cost of the Police force, including watch jemadars and watchmen, on each railway system (open lines) for the financial year 1915-16.

Classification No. of Railway (Detailed in "Index" to Appendix 1).		Railway system.	Number of Subordinate officers of (*i*) Government and (*ii*) Railway Police.	Number of (*i*) Government Constables and (*ii*) Railway Watchmen.	Portion of the total annual cost borne by the Railway Administration.				Cost of total force to the Railway Administration.		Remarks.
Main head.	Sub-head.				Supervision.	(*i*) Government Constables and (*ii*) Railway Watchmen.	Contingencies.	Total cost to the railway.	Per mile open.	Per train mile.	
1	2	3	4	5	6	7	8	9	10	11	12
			Average No.	Average No.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
1	...	Bengal-Nagpur	37	1,248	67,044	89,877	15,946	1,72,867	63·07	0·02	
2	...	Bombay, Baroda and Central India.	184	2,862	1,27,027	2,86,968	31,752	4,45,747	119·23	0·03	
3	...	Eastern Bengal	153	1,328	2,148	1,01,693	2,133	1,05,974	63·04	0·01	
4	...	East Indian	138	2,862	1,06,169	2,65,454	85,805	4,57,428	168·23	0·02	
5	(*a*) to (*g*).	Great Indian Peninsula	52	1,605	1,04,188	1,72,659	32,636	3,09,483	99·46	0·01	
6	...	Madras and Southern Mahratta.	62	2,058	47,788	2,35,903	28,854	3,12,545	98·64	0·03	
7	...	Nizam's Guaranteed State.	11	428	26,908	71,625	5,698	1,04,231	144·51	0·04	
8	...	North Western	...	2,299	...	2,98,503	1,130	2,99,633	55·00	0·01	
9	...	Oudh and Rohilkhand	...	609	...	57,069	2,803	59,872	36·91	0·01	
10	...	South Indian	...	462	...	2,16,418	...	2,16,418	121·05	0·02	
12	...	Assam-Bengal *	18	420	26,775	33,450	9,665	69,890	86·51	0·04	
13	...	Bengal and North-Western.	51	701	—12,508	45,435	—4,213	28,714	13·89	...	
14	...	Bengal Dooars	1	28	...	2,515	...	2,515	16·44	0·01	
15	...	Bhavnagar State	17	76	...	...	...	26,322	106·22	0·05	
16	...	Burma	61	599	67,158	84,783	53,117	2,05,058	128·28	0·04	
18	...	Dibru-Sadiya	1	11	2,062	4,919	75	7,056	82·03	0·02	
19	...	Gondal-Porbandar State	15	58	...	15,333	...	15,333	69·77	0·03	
20	...	Jamnagar	1	10	...	...	...	1,847	36·73	0·02	
21	...	Jodhpur-Bikaner	7	178	4,337	19,982	2,214	26,523	19·94	0·01	
22	...	Junagad State	6	20	2,285	4,199	1,627	8,111	67·09	0·04	
23	...	Morvi	6	29	2,132	3,152	1,148	6,432	69·16	0·03	
26	...	Rohilkund and Kumaon	10	261	1,524	18,898	1,680	22,102	38·68	0·04	
31	...	Bangalore-Chik Ballapur Light.	2	14	...	...	...	452	15·39	...	
34	...	Barsi Light	...	36	692	3,437	53	4,132	36·00	0·02	
39	...	Champaner-Shivrajpur Light.	...	2	...	236	...	236	11·66	0·01	
41	...	Dehri-Rohtas Light	...	8	612	...	...	612	25·69	...	
42	...	Dholpur-Bari	...	9	...	448	...	448	12·31	0·01	
45	...	Godhra-Lunavada	...	4	...	714	...	714	28·04	0·03	
48	...	Kolar District	2	10	...	...	...	1,161	28·77	0·06	
50	...	Nadiad-Kapadvanj	...	10	...	1,924	...	1,924	69·05	0·04	
53	...	Darjeeling Himalayan.	...	6	...	1,074	...	1,074	...	...	
54	...	Gwalior Light	1	48	4,560	..	292	4,852	19·41	0·01	
57	...	Jagadhri Light	...	3	...	300	...	300	99·00	0·02	

APPENDIX 28.

Transactions of the Fine Funds for the financial year 1915-16.

Classification No. of Railway (detailed in "Index" to Appendix 1.)		Railway system.	Assets.				Disbursements.						Balance on 31st March 1916.
Main head.	Sub-head.		Balance on 31st March 1915.	Fines and bonus forfeited during 1915-16.	Interest on balance.	Total.	Hospitals for sick employés.	Compassionate allowances.	Schools.	Recreation clubs.	Miscellaneous.	Total.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1	...	Bengal-Nagpur	43,485	25,265	1,323	70,073	2,708	2,360	3,001	9,744	7,405	25,218	44,855
2	...	Bombay, Baroda and Central India	8,742	11,038	250	20,030	200	2,064	4,434	1,745	2,936	11,379	8,651
3	...	Eastern Bengal	4,108	16,770	143	21,021	...	...	...	13,219	3,182	16,401	4,620
4	...	East Indian	82,907	37,645	3,178	1,23,730	1,100	1,303	7,791	6,799	12,521	29,514	94,216
5	...	Great Indian Peninsula	12,526	36,341	...	48,867	...	626	1,738	12,598	16,034	30,996	17,871
6	...	Madras and Southern Mahratta	*25,703	6,810	869	33,382	...	171	4,112	...	2,755	7,038	26,344
7	...	Nizam's Guaranteed State	30,233	2,500	858	33,591	...	...	...	705	3,267	3,972	29,619
8	...	North Western	28,003	28,653	1,141	57,797	...	1,430	1,631	14,376	7,569	25,006	32,791
9	...	Oudh and Rohilkhand	20,285	9,962	716	30,963	...	...	8,507	1,490	2,241	12,588	18,425
10	...	South Indian	*55,956	2,861	2,847	61,664	129	2,125	2,389	2,535	2,104	9,282	52,382
12	...	Assam-Bengal	8,856	12,770	†—915	20,711	...	50	2,220	2,742	1,920	6,932	13,779
13	...	Bengal and North-Western	2,27,249	19,402	6,709	2,53,360	...	549	1,860	6,000	5,771	14,180	2,39,180
14	...	Bengal Dooars	6,364	1,561	176	8,101	...	...	690	2,677	...	3,367	4,734
15	...	Bhavnagar State	2,591	277	80	2,948	...	...	...	...	304	304	2,644
16	...	Burma	3,238	12,862	...	16,100	...	...	‡—50	2,963	7,113	10,026	6,074
19	...	Gondal-Porbandar State	2,035	681	70	2,786	...	...	...	...	547	547	2,239
20	...	Jamnagar	690	19	21	730	...	...	...	...	...	...	730
21	...	Jodhpur-Bikaner	25,081	7,474	699	33,254	720	468	5,921	5,083	42	12,234	21,020
22	...	Junagad State	1,078	195	31	1,304	...	...	...	...	261	261	1,043
23	...	Morvi	1,296	333	...	1,629	...	...	120	...	7	127	1,502
26	...	Rohilkund and Kumaon	58,159	2,191	1,888	62,229	...	150	...	2,312	1,553	4,015	58,214
27	...	Udaipur-Chitorgarh	820	70	...	890	...	...	...	...	...	...	890
31	...	Bangalore-Chik Ballapur Light and Kolar District.	25	53	...	78	...	...	...	...	...	...	78
34	...	Barsi Light	754	278	...	1,132	...	...	...	150	72	222	910
35	...	Bengal Provincial	13	28	...	41	10	...	...	...	...	10	31
39	...	Champaner-Shivrajpur Light, Godhra-Lunavada and Nadiad-Kapadvanj	*155	53	...	208	...	...	...	...	...	...	208
41	...	Dehri-Rohtas Light	66	39	...	105	...	...	...	...	...	...	105
42	...	Dholpur-Bari	94	97	...	191	...	...	...	...	3	3	188
52	...	Tezpore-Balipara Light	8	46	...	54	...	...	...	...	40	40	14
53	..	Darjeeling-Himalayan	692	121	...	813	...	...	...	450	1	451	362
57	...	Jagadhri Light	121	33	...	154	...	...	...	...	...	...	154
58	...	Jorhat (Provincial)	570	148	17	735	...	...	...	...	100	100	635

* Revised figures.
† Due to heavy depreciation in securities.
‡ Represents write-back to Revenue of fees for January and February 1915 for teaching apprentices.

APPEN

Railway and Railway-aided schools on

Classification No. of Railway (Detailed in "Index" to Appendix 1.)		Railway system.		Railway						In
				Number of schools.	Attendance.				Balance of funds in hand on the 31st March 1915.	Government grant.
					Children.		Apprentices and workmen.			
Main head.	Sub-head.				Number on the rolls.	Average daily attendance.	Number on the rolls.	Average daily attendance.		
1	2	3		4	5	6	7	8	9	10
									Rs.	Rs.
1	...	Bengal-Nagpur	European ...	10	508	397	...	...	20,943	20,371
			Indian ...	19	1,380	1,170	936	257	10,499	8,974
2	(*a*) to (*e*) & (*m*) to (*r*)	Bombay, Baroda and Central India	European ...	4	9	76	7	6	4,143	2,269
			Indian ...	4	193	119	19	17	575	200
3	...	Eastern Bengal	European ...	...	...	...	..	...	...	...
			Indian ...	10	249	196	6:9	251	...	...
4	...	East Indian	European ...	26	1,093	989	110	83	27,098	38,736
			Indian ...	74	3,507	2,772	5,480	1,917	22,277	19,693
5	...	Great Indian Peninsula ...	European ...	8	412	31	...	...	...	11,207
			Indian ...	...	...	...	...	...	...	...
6	...	Madras and Southern Mahratta...	European ...	19	809	614	...	...	...	12,695
			Indian ...	5	491	370	...	...	...	1,393
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	European ...	2	48	48	...	...	775	...
			Indian ...	2	92	62	...	...	316	...
8	...	North Western	European ...	2	89	62	71	21	4,134	4,197
			Indian ...	26	73	68	2,785	657	5,238	...
9	...	Oudh and Rohilkhand ...	European ...	5	68	49	43	36	1,906	1,014
			Indian ...	3	18	16	195	39	...	...
10	(*a*), (*k*) & (*l*)	South Indian	European ...	3	170	123	...	...	...	1,700
12		Assam-Bengal	Indian ...	...	...	...	...	...	...	...
13	...	Bengal and North-Western ...	European ...	3	58	41	...	...	3,605	2,068
			Indian ...	...	...	...	...	...	...	...
14	...	Bengal Dooars	Indian ...	...	...	...	...	...	...	...
15	...	Bhavnagar State	Indian ...	2	55	41	...	...	188	...
2	(*f*) to (*l*)	Bombay, Baroda and Central India	European ...	9	226	187	89	80	2,604	5,395
			Indian ...	8	412	333	68	62	*4,392	2,290
16	...	Burma	European ...	3	94	89	5	13	304	2,981
			Indian ...	2	207	209	30	25	2,112	5,449
18	...	Dibru-Sadiya	Indian ...	1	151	132	...	...	...	...
19	...	Gondal-Porbandar State ...	Indian ...	1	100	70	...	...	...	...
21	...	Jodhpur-Bikaner	Indian ...	5	135	88	...	...	...	...
7	(*c*) to (*e*)	Hingoli Branch, Hyderabad-Godavari Valley and Secunderabad-Gadwal.	European ...	3	110	79	...	...	1,916	...
			Indian ...	2	57	45	7	2	506	...
23	...	Morvi	Indian ...	1	28	25	...	...	...	...
13	(*b*) to (*j*)	South Indian	European ...	4	302	235	...	...	...	3,120
			Total	266	11,232	9,023	10,474	3,466	1,13,581	1,43,752

DIX 39.

the 31st March 1916.

SCHOOLS.							RAILWAY-AIDED SCHOOLS.						
COME.								AVERAGE DAILY ATTENDANCE.		RAILWAY GRANT.			
Railway grant.		School fees.	Miscellaneous receipts.	Total income.	Total expenditure.	Balance in hand on the 31st March 1916.	Number of schools.	Children.	Apprentices and workmen.	From Revenue.	From the Fine Fund.	Total.	REMARKS.
From Revenue.	From the Fine Fund.												
11	12	13	14	15	16	17	18	19	20	21	22	23	24
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.				Rs.	Rs.	Rs.	
12,732	1,010	14,540	3,576	73,172	51,006	22,166	8	361	269	1,714	105	1,819	
12,179	1,886	9,204	4,897	47,639	30,550	17,089	...	...	...	...	...	...	
6,472	879	2,446	984	17,193	15,070	2,123	22	50	...	2,416	...	2,416	
810	408	269	10	2,272	1,338	934	...	...	...	...	...	...	
...	...	...	...	...	...	...	10	153	...	8,664	...	8,664	
3,349	...	...	...	3,349	3,349	...	19	640	...	2,874	...	2,874	
24,832	...	1,19,504	24,318	2,34,488	2,07,532	26,956	7	516	...	5,296	1,000	6,296	
5,045	5,766	25,825	9,161	87,767	54,647	33,120	5	809	...	...	1,025	1,025	
62,442	1,689	8,276	1,715	85,329	85,329	...	27	524	...	6,899	49	6,948	
...	...	...	...	...	...	...	8	468	...	2,260	...	2,260	
30,169	...	8,097	2,831	53,842	53,842	...	13	254	...	...	3,774	3,774	
3,627	...	1,217	...	6,237	6,237	...	3	245	...	...	338	338	
1,976	...	477	...	3,228	1,946	1,282	...	...	...	...	...	...	
1,365	...	276	...	1,957	1,402	555	...	...	...	...	...	...	
4,770	...	788	152	14,041*	9,694	4,347	28	750	...	41,056	1,631	42,687	
8,712	...	...	...	14,000	7,913	6,087	7	317	7	5,144	...	5,144	
4,446	20	1,702	253	9,341	8,074	1,267	20	261	...	14,724	7,934	22,658	* Revised figures.
665	...	...	...	665	665	...	5	179	19	1,582	853	2,435	
5,864	116	769	134	8,583	8,583	...	3	249	...	545	800	1,345	
...	...	...	...	...	...	...	5	186	...	151	2,220	2,371	
1,860	1,860	1,151	126	10,670	6,333	4,337	...	...	...	...	...	...	
...	...	...	...	...	...	...	2	122	...	324	...	324	
...	...	...	...	...	...	...	2	55	...	480	690	1,170	
427	...	98	...	713	427	286	...	...	...	...	...	...	
8,663	2,317	6,703	1,239	26,921	22,984	3,937	29	116	...	8,396	180	8,576	
4,110	50	2,355	14	13,211	9,587	3,624	4	850	...	1,620	600	2,220	
1,454	...	3,168	...	7,907	7,621	286	22	59	...	1,106	...	1,106	
1,974	— 50	3,607	55	13,147	11,136	2,011	34	171	...	2,651	...	2,651	
360	...	1,478	...	1,838	2,278	—440	...	...	...	...	...	...	
359	...	355	...	714	714	...	...	...	...	...	...	...	
...	5,921	...	...	5,921	5,921	...	...	...	...	...	...	...	
3,819	...	767	...	6,502	3,822	2,680	3	266	...	840	...	840	
1,356	...	198	...	2,060	1,287	773	9	799	...	1,577	...	1,577	
...	120	...	...	120	120	...	...	...	...	...	...	...	
6,829	225	1,429	45	11,648	11,648	...	3	369	10	1,126	1,248	2,374	
2,20,666	22,217	2,14,699	49,560	7,64,475	6,31,055	1,33,420	298	8,769	305	1,11,445	22,447	1,33,892	

APPEN

Number of persons reported, during the twelve months ended the 31st March 1916 as killed upon railways, distinguishing between passengers, railway servants and other accidents occasioning the

Serial number.	Particulars.	Number.	5′ 6″ Gauge.			
			1 (*a*) to (*h*).	2 (*a*) to (*e*).	3 (*a*) and (*b*).	4 (*a*) to (*d*).
		Killed and injured.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.
	PASSENGERS.					
	From accidents to trains, etc.—See Appendices 30 and 31.	Killed	...	...	...	...
		Injured	2	...	...	13
	FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.					
1	From falling between trains and platforms ...	Killed	2	...	...	5
		Injured	6	3	2	15
2	Falling on to the platform, ballast, etc., when getting into or out of trains.	Killed	3	1	1	...
		Injured	13	5	1	12
3	Whilst crossing the line at stations ...	Killed	...	3	1	4
		Injured	...	2	2	...
4	By closing of carriage doors	Killed	...	...	...	...
		Injured	...	1	...	...
5	Falling out of carriages during the travelling of trains.	Killed	7	1	2	17
		Injured	21	20	4	50
6	Other accidents	Killed	1	...	...	3
		Injured	...	6	...	9
	TOTAL ...	Killed	13	5	4	29
		Injured	40	37	9	86
	TOTAL PASSENGERS ...	Killed	13	5	4	29
		Injured	42	37	9	99
	SERVANTS.					
	From accidents to trains, etc.—See Appendices 30 and 31.	Killed	1	...	...	7
		Injured	13	1	4	40
	FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.					
1	Whilst coupling or uncoupling vehicles ...	Killed	1	...	3	2
		Injured	4	3	...	16
2	By coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc., standing on adjacent lines.	Killed	1	...	...	...
		Injured	2	...	...	2
3	Whilst passing over or standing upon buffers during shunting.	Killed	...	...	...	...
		Injured	...	...	...	...
4	When getting on or off, or falling off, engines, wagons, etc., during shunting.	Killed	...	...	...	...
		Injured	7	2	...	10
5	Whilst braking, spragging, or chocking wheels	Killed	...	1	...	1
		Injured	...	...	1	3
6	Whilst attending to ground points, marshalling trains, etc.	Killed	3	...	...	1
		Injured	3	1	1	...
7	Whilst moving vehicles by capstans, turntables, props, etc., during shunting.	Killed	...	...	...	...
		Injured	...	...	...	...
8	By other accidents during shunting operations not included in the preceding.	Killed	...	...	3	5
		Injured	3	...	...	8
	Carried over ...	Killed	5	1	6	9
		Injured	19	6	2	39

DIX 30.

or injured in India by the travelling of trains or the movement of vehicles used exclusively persons, and classifying, as far as practicable, the nature and causes of the death or injury.

5′ 6″ Gauge.								Number.	Serial number.
5 (*a*) to (*g*).	6 (*a*) to (*c*).	7 (*a*) and (*b*).	8 (*a*) to (*o*) and (*q*) to (*s*).	9 (*a*) to (*c*).	10 (*a*), (*j*) and (*k*).	Total.	Total previous year.		
Great Indian Peninsula.	Madras and Southern Mahratta.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	South Indian.			Killed and injured.	
1	...	...	1	...	...	2	13	Killed ...	...
9	...	...	2	2	8	36	103	Injured ...	
2	1	...	1	6	2	19	22	Killed ...	1
1	1	...	...	12	...	40	29	Injured ...	
3	1	...	18	2	...	29	24	Killed ...	2
7	2	...	26	8	...	74	53	Injured ...	
4	3	...	6	1	...	22	20	Killed ...	3
1	1	...	...	...	...	6	6	Injured ...	
...	...	...	...	...	...	...	1	Killed ...	4
...	...	...	1	...	...	2	3	Injured ...	
15	6	1	42	5	1	97	102	Killed ...	5
11	13	4	141	26	3	298	291	Injured ...	
3	2	...	3	...	...	12	12	Killed ...	6
3	2	...	11	...	1	32	45	Injured ...	
27	13	1	70	14	3	179	181	Killed ...	...
23	19	4	179	46	4	447	427	Injured ...	
28	13	1	71	14	3	181	194	Killed ...	...
32	19	4	181	48	12	488	530	Injured ...	
2	...	...	1	1	...	12	33	Killed ...	...
10	...	...	10	1	...	79	132	Injured ...	
3	...	...	9	...	...	18	23	Killed ...	1
15	5	1	13	3	1	61	60	Injured ...	
...	...	...	...	...	...	1	...	Killed ...	2
2	...	...	1	...	...	7	3	Injured ...	
1	...	...	7	...	1	9	6	Killed ...	3
...	...	2	5	1	1	9	7	Injured ...	
...	...	...	2	...	...	2	6	Killed ...	4
3	...	...	11	...	1	34	32	Injured ...	
...	...	...	1	...	...	3	1	Killed ...	5
3	...	...	1	1	1	10	11	Injured ...	
2	...	...	...	...	...	6	9	Killed ...	6
3	...	2	...	...	...	10	21	Injured ...	
...	...	...	...	...	...	...	...	Killed ...	7
...	...	...	1	...	...	1	3	Injured ...	
6	6	...	2	4	...	26	25	Killed ...	8
15	6	...	8	7	1	48	38	Injured ...	
12	6	...	21	4	1	65	70	Killed ...	...
41	11	5	40	12	5	180	175	Injured ...	

APPEN

Number of persons reported, during the twelve months ended the 31st March 1916, as killed upon railways, distinguishing between passengers, railway servants and other accidents occasioning the

Serial number.	Particulars.	Number.	5′ 6″ Gauge.			
			1 (*a*) to (*i*).	2 (*a*) to (*e*).	3 (*a*) and (*b*).	4 (*a*) to (*d*).
		Killed and injured.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.
	SERVANTS—*concld.*					
	FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.—*concld.*					
	Brought forward ...	Killed ...	5	1	6	9
		Injured ...	19	6	2	39
9	From falling off engines, etc., during the travelling of trains.	Killed ...	...	...	1	2
		Injured ...	2	3	1	5
10	By coming in contact with over-bridges, or erections on the sides of the line during the travelling of trains.	Killed ...	1	...	...	...
		Injured ...	1	1	1	2
11	When getting on or off engines, vans, etc., during the travelling of trains.	Killed ...	1	...	...	...
		Injured ...	2	1	3	11
12	Whilst attending to or by the failure of machinery, etc., of engines in steam.	Killed ...	...	...	...	...
		Injured ...	...	...	...	1
13	Whilst working on the permanent-way, sidings, etc.	Killed ...	...	1	1	4
		Injured ...	...	...	...	4
14	Whilst attending to gates at level-crossings ...	Killed ...	...	3	2	...
		Injured ...	...	...	...	...
15	Whilst walking, crossing, or standing on the line on duty.	Killed ...	6	9	9	27
		Injured ...	7	5	6	26
16	From being caught between vehicles ...	Killed ...	...	...	1	1
		Injured ...	...	...	1	1
17	From falling or being caught between trains and platforms, walls, etc.	Killed ...	...	...	...	1
		Injured ...	1	...	1	1
18	Whilst walking, etc., on the line on the way home or to work.	Killed ...	1	3	...	3
		Injured ...	...	1	1	1
19	Miscellaneous	Killed ...	5	3	8	15
		Injured ...	8	11	3	44
	TOTAL ...	Killed ...	19	20	23	62
		Injured ...	35	28	19	135
	TOTAL SERVANTS ...	Killed ...	20	20	23	69
		Injured ...	48	29	23	175
	OTHERS.					
1	Whilst passing over the railway at level crossings.	Killed ...	2	...	2	7
		Injured ...	2	...	1	3
2	Trespassers	Killed ...	78	38	105	252
		Injured ...	33	23	22	66
3	Suicides	Killed ...	28	3	1	55
		Injured ...	...	...	1	4
4	Miscellaneous	Killed ...	85	2	1	10
		Injured ...	12	1	2	16
	TOTAL OTHERS ...	Killed ...	193	43	109	324
		Injured ...	47	24	26	89
	TOTAL ALL CLASSES ...	Killed ...	226	68	136	422
		Injured ...	137	90	58	363

DIX 30—*contd.*

or injured in India by the travelling of trains or the movement of vehicles used exclusively persons, and classifying, as far as practicable, the nature and causes of the death or injury.

5′ 6″ Gauge.										
5 (*a*) to (*g*).	6(*a*) to (*c*).	7 (*a*) and (*b*)	8 (*a*) to (*o*) and (*q*) to (*s*).	9 (*a*) to (*c*).	10 (*a*), (*j*) to (*l*).	Total.	Total previous year.	Number.		Serial number.
Great Indian Peninsula.	Madras and Southern Mahratta.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	South Indian.			Killed and injured.		
12	6	...	21	4	1	65	70	Killed	...	
41	11	5	40	12	5	180	175	Injured	...	
4	...	...	...	...	1	8	10	Killed	...	9
9	4	1	11	1	1	38	46	Injured	...	
2	...	...	...	...	...	3	2	Killed	...	10
8	...	1	3	...	...	17	4	Injured	...	
...	2	...	6	...	1	10	19	Killed	..	11
19	1	1	9	1	...	48	43	Injured	...	
...	...	...	1	...	...	1	1	Killed	...	12
5	...	...	3	2	...	11	20	Injured	...	
5	...	...	14	2	...	27	28	Killed	...	13
3	3	1	2	1	...	14	28	Injured	...	
...	...	...	2	3	...	10	8	Killed	...	14
...	1	...	1	...	...	2	1	Injured	...	
54	1	...	31	3	...	140	125	Killed	...	15
10	3	1	23	6	2	89	98	Injured	...	
...	1	...	1	...	...	4	5	Killed	...	16
2	1	2	1	...	...	8	13	Injured	...	
...	...	...	...	1	1	3	4	Killed	...	17
...	...	...	1	3	...	7	9	Injured	...	
13	...	...	5	2	...	27	20	Killed	...	18
5	...	...	4	2	1	15	12	Injured.	...	
2	...	...	6	5	1	40	36	Killed	...	19
5	3	1	22	8	5	105	91	Injured	...	
92	10	...	87	20	5	338	328	Killed	...	
107	27	13	120	36	14	534	535	Injured	...	
94	10	...	88	21	5	350	361	Killed	...	
117	27	13	130	37	14	613	667	Injured	...	
1	...	...	8	2	2	24	44	Killed	...	1
1	...	...	2	1	1	11	16	Injured	...	
143	33	9	129	90	14	891	913	Killed	...	2
19	13	1	40	17	3	237	215	Injured	...	
16	16	...	28	41	6	194	196	Killed	...	3
...	...	...	...	1	2	8	7	Injured	...	
1	...	3	...	7	1	110	48	Killed	...	4
2	...	2	4	2	2	43	28	Injured	...	
161	49	12	165	140	23	1,219	1,201	Killed	...	
22	13	3	46	21	8	299	266	Injured	...	
283	72	13	324	175	31	1,750	1,756	Killed	...	
171	59	20	357	106	34	1,395	1,463	Injured	...	

APPENDIX

Number of persons, reported, during the twelve months ended the 31st March 1915, as killed upon railways, distinguishing between passengers, railway servants and other accidents occasioning the

Serial number.	Particulars.	Number.	3'3⅜" Gauge.					
			11 (*a*).	12 (*a*) and (*b*).	13 (*a*) and (*b*).	14 (*a*) and (*b*).	2 (*f*) to (*l*).	15 (*a*) to (*c*).
		Killed and injured.	Assam-Bengal.	Bengal and North-Western.	Bengal Dooars.	Bhavnagar State.	Bombay, Baroda and Central India.	Burma.
	PASSENGERS.							
...	From accidents to trains, etc.—See Appendices 30 and 31.	Killed ...	...	...	...	...	2	...
		Injured ...	1	4	...	...	14	...
	FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.							
1	From falling between trains and platforms ...	Killed ...	...	...	...	...	2	4
		Injured ...	...	1	...	...	...	2
2	Falling on to the platform, ballast, etc., when getting into or out of trains.	Killed ...	...	...	...	...	...	...
		Injured ...	...	3	...	...	5	3
3	Whilst crossing the line at stations ...	Killed ...	...	1	...	...	...	...
		Injured ...	...	4	1	...	...	...
4	By closing of carriage doors	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	...	...	...	...
5	Falllig out of carriages during the travelling of trains.	Killed ...	...	1	...	...	7	4
		Injured ...	11	52	...	2	74	20
6	Other accidents	Killed ...	...	...	1	...	...	...
		Injured ...	...	...	2	...	1	...
	TOTAL ...	Killed ...	...	2	1	...	9	8
		Injured ...	11	60	3	2	80	25
	TOTAL PASSENGERS ...	Killed ...	...	2	1	...	11	8
		Injured ...	12	64	3	2	94	25
	SERVANTS.							
...	From accidents to trains, etc.—see Appendices 30 and 31.	Killed ...	...	...	...	...	...	4
		Injured ...	4	1	...	...	3	2
	FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.							
1	Whilst coupling or uncoupling vehicles ...	Killed ...	...	...	...	...	2	2
		Injured ...	3	1	...	...	2	2
2	By coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc., standing on adjacent lines.	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	...	...	...	...
3	Whilst passing over or standing upon buffers during shunting.	Killed ...	...	...	...	...	...	1
		Injured ...	...	...	...	...	...	2
4	When getting on or off, or falling off, engines, wagons, etc., during shunting.	Killed ...	...	...	...	...	1	1
		Injured ...	...	1	1	1	1	2
5	Whilst braking, spragging, or chocking wheels	Killed ...	...	...	...	...	...	1
		Injured ...	...	...	...	...	...	1
6	Whilst attending to ground points, marshalling trains, etc.	Killed ...	...	...	...	...	...	1
		Injured ...	...	...	...	...	...	...
7	Whilst moving vehicles by capstans, turntables, props, etc, during shunting.	Killed ...	...	...	...	...	...	...
		Injured ...	...	1	...	...	...	1
8	By other accidents during shunting operations not included in the preceding.	Killed ...	...	...	...	...	...	4
		Injured ...	...	2	...	...	1	2
	Carried over ...	Killed ...	...	...	...	...	3	10
		Injured ...	3	5	1	1	4	10

30—*contd.*

or injured in India by the travelling of trains or the movement of vehicles used exclusively by persons, and classifying, as far as practicable the nature and causes of the death or injury.

3' 3⅜" Gauge.								Number.	Serial number.
9 (*d*).	17 (*a*) and (*b*).	3 (*c*) to (*e*).	18 (*a*) to (*c*).	7 (*c*) to (*e*)	19 (*a*).	20 (*a*) to (*e*).	21 (*a*).		
Cawnpore-Burhwal.	Dibra-Sadiya.	Eastern Bengal.	Gondal-Porbandar State.	Hingoli Branch and Hyderabad-Godavari Valley.	Jamnagar.	Jodhpur-Bikaner.	Junagad State.	Killed and injured	
...	...	...	...	...	...	...	...	Killed ...	
...	...	2	...	...	...	8	...	Injured ...	
...	...	...	...	...	...	...	...	Killed ...	1
...	...	...	...	...	...	...	...	Injured ...	
...	...	...	...	...	...	...	...	Killed ...	2
1	...	...	...	3	...	...	...	Injured ...	
...	...	1	...	1	...	...	1	Killed ...	3
...	...	...	...	...	...	...	...	Injured ...	
...	...	...	...	...	...	...	...	Killed ...	4
...	...	...	...	...	...	...	...	Injured ...	
...	...	2	...	...	...	...	...	Killed ...	5
...	...	8	1	7	...	2	...	Injured ...	
...	...	...	...	...	...	...	...	Killed ...	6
1	...	...	...	...	...	2	...	Injured ...	
...	...	3	...	1	...	...	1	Killed ...	
2	...	8	1	10	...	4	...	Injured ...	
...	...	3	...	1	...	...	1	Killed ...	
2	...	10	1	10	...	12	...	Injured ...	
...	...	...	...	...	...	1	...	Killed ..	
...	...	...	...	1	...	3	...	Injured ...	
...	...	...	...	...	...	...	...	Killed ...	1
...	...	1	...	1	...	1	...	Injured ...	
...	...	...	1	...	...	...	...	Killed ...	2
...	...	...	...	...	...	...	...	Injured ...	
...	...	...	...	...	...	...	...	Killed ...	3
...	...	...	...	...	...	...	...	Injured ...	
...	1	...	...	...	...	...	...	Killed ...	4
...	...	...	...	...	...	3	1	Injured ...	
...	...	...	...	...	...	...	...	Killed ...	5
...	...	...	...	...	...	1	...	Injured ...	
...	...	...	...	...	...	...	...	Killed ...	6
...	...	...	...	1	...	...	...	Injured ...	
...	...	...	...	...	...	...	...	Killed ...	7
...	...	...	...	...	...	...	...	Injured ...	
...	...	2	...	...	...	...	...	Killed ...	8
...	...	3	...	2	...	3	...	Injured ...	
...	1	2	1	...	...	...	...	Killed ...	
...	...	4	...	4	...	8	1	Injured ...	

APPENDIX

Number of persons reported, during the twelve months ended the 31st March 1916, as killed upon railways, distinguishing between passengers, railway servants and other accidents occasioning the

Serial number.	Particulars.	Number.		3′ 3⅜″ Gauge.					
				11 (*a*).	12 (*a*) and (*b*).	13 (*a*) and (*b*).	14 (*a*) and (*b*).	2 (*f*) to (*l*).	15 (*a*) to (*c*).
		Killed and injured		Assam-Bengal.	Bengal and North-Western.	Bengal Dooars.	Bhavnagar State.	Bombay, Baroda and Central India.	Burma.
	SERVANTS—*concld.*								
	FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.—*concld.*								
	Brought forward ...	Killed	...	...	...	...	...	3	10
		Injured	...	3	5	1	1	4	10
9	From falling off engines, etc., during the travelling of trains.	Killed	...	...	...	...	...	1	1
		Injured	...	1	...	...	1	...	1
10	By coming in contact with over-bridges, or erections on the sides of the line during the travelling of trains.	Killed	...	...	...	...	...	...	...
		Injured	...	...	...	...	...	...	2
11	When getting on or off engines, vans, etc., during the travelling of trains.	Killed	...	...	1	...	...	...	1
		Injured	...	...	1	...	...	...	2
12	Whilst attending to or by the failure of machinery, etc., of engines in steam.	Killed	...	...	...	...	...	...	...
		Injured	...	...	...	...	...	...	...
13	Whilst working on the permanent-way, sidings, etc.	Killed	...	...	...	...	...	...	1
		Injured	...	1	...	..	...	...	...
14	Whilst attending to gates at level-crossings ...	Killed	...	...	...	...	...	2	4
		Injured	...	...	1	...	...	1	1
15	Whilst walking, crossing, or standing on the line on duty.	Killed	...	...	...	...	...	2	...
		Injured	...	1	2	...	...	2	2
16	From being caught between vehicles ...	Killed	...	...	1	...	...	...	...
		Injured	...	1	...	...	1	...	...
17	From falling or being caught between trains and platforms, walls, etc.	Killed	...	...	...	...	...	...	...
		Injured	...	1	...	...	...	...	...
18	Whilst walking, etc., on the line on the way home or to work.	Killed	...	...	...	...	...	1	1
		Injured	...	...	2	...	...	1	...
19	Miscellaneous	Killed	...	2	...	...	...	2	1
		Injured	...	7	2	...	...	9	6
	TOTAL ...	Killed	...	2	2	...	...	11	19
		Injured	...	15	13	1	3	17	24
	TOTAL SERVANTS ...	Killed	...	2	2	...	...	11	23
		Injured	...	19	14	1	3	20	26
	OTHERS.								
1	Whilst passing over the railway at level crossings.	Killed	...	...	6	...	...	1	4
		Injured	...	...	2	...	...	7	2
2	Trespassers	Killed	...	39	111	1	2	49	52
		Injured	...	21	48	3	1	29	15
3	Suicides	Killed	...	...	28	...	...	5	3
		Injured	...	...	...	...	...	...	...
4	Miscellaneous	Killed	...	...	11	...	...	1	...
		Injured	...	...	15	...	...	1	1
	TOTAL OTHERS ...	Killed	...	39	156	1	2	56	59
		Injured	...	21	65	3	1	37	18
	TOTAL ALL CLASSES ...	Killed	...	41	160	2	2	78	90
		Injured	...	52	143	7	6	151	69

30—*contd.*

or injured in India by the travelling of trains or the movement of vehicles used exclusively persons and classifying, as far as practicable, the nature and causes of the death or injury.

3' 3⅜" Gauge.								Number.	
9 (*d*).	17 (*a*) and (*b*).	3 (*c*) to (*e*).	18 (*a*) to (*c*).	7 (*c*) to (*e*).	19 (*a*).	20 (*a*) to (*e*).	21 (*a*).		
Cawnpore-Burhwal.	Dibru-Sadiya.	Eastern Bengal.	Gondal-Porbandar State.	Hingoli Branch and Hyderabad-Godavari Valley.	Jamnagar.	Jodhpur-Bikaner.	Junagad State	Killed and Injured.	Serial number.
...	1	2	1	...	...	...	...	Killed ...	
...	...	4	...	4	...	8	1	Injured ...	
...	...	...	...	...	...	...	...	Killed ...	9
...	...	...	...	3	...	...	...	Injured ...	
...	...	...	...	...	...	...	...	Killed ...	10
...	...	...	...	...	...	...	...	Injured ...	
...	...	...	...	...	...	1	...	Killed ...	11
...	...	4	...	...	...	...	...	Injured ...	
...	...	...	...	...	...	...	...	Killed ...	12
...	...	...	...	...	...	...	...	Injured ...	
...	...	1	...	...	...	...	...	Killed ...	14
...	...	...	...	...	...	...	...	Injured ...	
...	...	3	...	3	...	...	...	Killed ...	15
1	...	1	...	1	...	...	...	Injured ...	
...	...	...	...	...	...	...	...	Killed ...	16
...	...	...	...	1	...	...	...	Injured ...	
...	...	...	...	...	...	...	...	Killed ...	17
...	...	1	...	...	...	...	...	Injured ...	
...	...	...	...	...	...	...	...	Killed ...	18
...	...	...	...	...	...	1	...	Injured ...	
1	...	6	...	1	...	1	...	Killed ...	19
...	...	1	...	1	...	2	...	Injured ...	
1	1	12	1	4	...	2	...	Killed ...	
1	...	11	...	10	...	11	1	Injured ...	
1	1	12	1	4	...	3	...	Killed ...	
1	...	11	...	11	...	14	1	Injured ...	
...	...	1	...	...	...	...	...	Killed ...	1
...	1	...	1	...	...	...	...	Injured ...	
3	4	69	...	7	...	1	...	Killed ...	2
2	2	18	4	...	...	3	...	Injured ...	
...	...	...	...	...	...	...	...	Killed ...	3
...	...	...	...	...	...	...	...	Injured ...	
...	...	3	...	...	...	1	...	Killed ...	4
...	...	...	...	1	...	...	...	Injured ...	
3	4	73	...	7	...	2	...	Killed ...	
2	3	18	5	1	...	3	...	Injured ...	
4	5	88	1	12	...	5	1	Killed ...	
5	3	39	6	22	...	29	1	Injured ...	

APPENDIX

Number of persons reported, during the twelve months ended the 31st March 1916, as killed upon railways, distinguishing between passengers, railway servants and other accidents occasioning the

Serial number.	Particulars.	Number.	3′ 3⅜″ Gauge.				
			6 (*d*) to (*m*).	22 (*a*).	25 (*a*) and (*b*).	10 (*b*), (*d*), (*e*) and (*g*) to (*i*).	26 (*a*).
		Killed and injured.	Madras and Southern Mahratta.	Morvi.	Rohilkund and Kumaon.	South Indian.	Udaipur-Chitorgarh.
	PASSENGERS.						
	From accidents to trains, etc.—See Appendices 30 and 31.	Killed	...	...	...	...	...
		Injured	3	...	4	5	...
	FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.						
1	From falling between trains and platforms	Killed	1	...	...	7	...
		Injured	1	...	...	2	...
2	Falling on to the platform, ballast, etc., when getting into or out of trains.	Killed	...	...	...	7	...
		Injured	1	...	...	1	...
3	Whilst crossing the line at stations ...	Killed	...	...	...	...	...
		Injured	...	...	1	...	...
4	By closing of carriage doors	Killed	...	...	...	...	...
		Injured	...	...	...	...	...
5	Falling out of carriages during the travelling of trains.	Killed	2	...	1	13	...
		Injured	19	3	4	40	...
6	Other accidents	Killed	2	...	1	2	...
		Injured	2	...	...	2	...
	TOTAL ...	Killed	5	...	2	29	...
		Injured	23	3	5	45	...
	TOTAL PASSENGERS ...	Killed	5	...	2	29	...
		Injured	26	3	9	50	...
	SERVANTS.						
	From accidents to trains, etc.—See Appendices 30 and 31.	Killed	...	...	...	...	...
		Injured	2	...	1	...	...
	FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.						
1	Whilst coupling or uncoupling vehicles ...	Killed	...	...	...	...	...
		Injured	4	...	...	1	...
2	By coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc., standing on adjacent lines.	Killed	...	...	...	...	...
		Injured	...	...	...	...	...
3	Whilst passing over or standing upon buffers during shunting.	Killed	...	...	...	...	...
		Injured	2	1	...	...	...
4	When getting on or off, or falling off, engines, wagons, etc., during shunting.	Killed	...	...	...	...	...
		Injured	...	...	1	...	...
5	Whilst braking, spragging, or chocking wheels.	Killed	...	...	...	...	...
		Injured	...	...	...	...	...
6	Whilst attending to ground points, marshalling trains, etc.	Killed	...	...	...	...	...
		Injured	...	...	...	...	...
7	Whilst moving vehicles by capstans, turntables, props, etc., during shunting.	Killed	...	...	...	...	...
		Injured	...	...	...	...	...
8	By other accidents during shunting operations not included in the preceding.	Killed	1	...	1	1	...
		Injured	3	...	...	4	...
	Carried over ...	Killed	1	...	1	1	...
		Injured	9	1	1	5	...

30—*contd.*

or injured in India by the travelling of trains or the movement of vehicles used exclusively persons, and classifying as far as practicable, the nature and causes of the death or injury.

3' 3½" Gauge.—*concld.*		2' 6" and 2' 0" Gauges.		Total all gauges.			
Total.	Total previous year.	Total.	Total previous year.	1915-16.	1914-15.	Killed and injured	Serial number.
2	3	...	...	4	16	Killed ...	
41	30	4	7	81	140	Injured ...	
14	5	...	...	33	27	Killed ...	1
6	4	...	2	46	35	Injured ...	
7	6	...	1	36	31	Killed ...	2
17	8	2	1	93	62	Injured ...	
4	3	...	...	26	23	Killed ...	3
6	4	...	...	12	10	Injured ...	
...	...	...	...	...	1	Killed ...	4
...	...	...	...	2	3	Injured ...	
30	26	2	...	129	122	Killed ...	5
243	274	9	4	545	569	Injured ...	
6	1	1	...	19	13	Killed ...	6
10	6	...	1	42	52	Injured ...	
61	35	3	1	248	217	Killed ...	
252	296	11	8	740	731	Injured ...	
68	38	3	1	247	233	Killed ...	
323	326	15	15	821	871	Injured ...	
5	3	2	...	19	36	Killed ...	
17	21	13	7	109	160	Injured ...	
4	4	...	...	22	27	Killed ...	1
16	21	3	3	80	84	Injured ...	
1	1	...	...	2	1	Killed ...	2
...	1	...	1	7	5	Injured ...	
1	1	...	...	10	7	Killed ...	3
5	7	...	...	14	14	Injured ...	
3	6	1	...	6	12	Killed ...	4
11	10	2	3	47	45	Injured ...	
1	2	...	...	4	3	Killed ...	5
2	1	...	...	12	12	Injured ...	
1	1	...	...	7	10	Killed ...	6
1	1	...	...	11	22	Injured ...	
...	2	...	...	...	2	Killed ...	7
2	3	...	...	3	6	Injured ...	
9	9	...	...	35	34	Killed ...	8
20	10	2	...	70	48	Injured ...	
20	26	1	...	86	96	Killed ...	
57	54	7	7	244	236	Injured ...	

APPENDIX

Number of persons reported, during the twelve months ended the 31st March 1916, as killed upon railways, distinguishing between passengers, railway servants and other accidents occasioning the

Serial number.	Particulars.	Number.	3′ 3½″ Gauge.				
			6 (c) to (k).	22 (a).	25 (a) and (b).	10 (b) and (g) to (i).	26 (a).
		Killed and injured.	Madras and Southern Mahratta.	Morvi.	Rohilkund and Kumaon.	South Indian.	Udaipur-Chitorgarh.
	SERVANTS—*concld.* FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.—*concld.*						
	Brought forward	Killed ...	1	...	1	1	...
		Injured ...	9	1	1	5	...
9	From falling off engines, etc., during the travelling of trains.	Killed ...	...	...	...	...	...
		Injured ...	1	...	...	2	...
10	By coming in contact with over bridges or erections on the sides of the line during the travelling of trains.	Killed ...	...	...	...	...	...
		Injured ...	...	...	...	...	...
11	When getting on or off engines, vans, etc., during the travelling of trains.	Killed ...	2	...	...	...	...
		Injured ...	1	...	...	...	...
12	Whilst attending to or by the failure of machinery, etc., of engines in steam.	Killed ...	...	...	...	...	...
		Injured ...	...	...	...	...	...
13	Whilst working on the permanent-way, sidings, etc.	Killed ...	...	...	...	...	...
		Injured ...	...	...	...	...	...
14	Whilst attending to gates at level-crossings	Killed ...	...	...	...	2	...
		Injured ...	...	...	...	...	...
15	Whilst walking, crossing, or standing on the line on duty.	Killed ...	4	...	...	...	...
		Injured ...	...	...	...	2	...
16	From being caught between vehicles ...	Killed ...	...	...	...	...	...
		Injured ...	...	...	...	1	...
17	From falling or being caught between trains and platforms, walls, etc.	Killed ...	...	...	...	...	...
		Injured ...	...	...	1	...	...
18	Whilst walking, etc., on the line on the way home or to work.	Killed ...	...	...	...	...	...
		Injured ...	...	...	1	...	...
19	Miscellaneous	Killed ...	1	...	2	3	...
		Injured ...	5	...	...	1	...
	TOTAL ...	Killed ...	8	...	3	6	...
		Injured ...	16	1	3	11	...
	TOTAL SERVANTS ...	Killed ...	8	...	3	6	...
		Injured ...	18	1	4	11	...
	OTHERS.						
1	Whilst passing over the railway at level-crossings.	Killed ...	...	...	2	2	...
		Injured ...	4	...	...	7	...
2	Trespassers	Killed ...	23	...	23	32	...
		Injured ...	15	1	9	7	...
3	Suicides	Killed ...	6	1	6	9	...
		Injured ...	...	...	...	...	...
4	Miscellaneous	Killed ...	...	...	...	1	...
		Injured ...	...	...	...	1	...
	TOTAL OTHERS. ...	Killed ...	29	1	31	44	...
		Injured ...	19	1	9	15	...
	TOTAL ALL CLASSES ...	Killed ...	42	1	36	79	...
		Injured ...	63	5	22	76	...

30—*concld.*

or injured in India by the travelling of trains or the mov ment of vehicles used exclusively persons, and classifying as far as practicable, the nature and causes of the death or injury.

3' 3⅜" Gauge—*concld.*		2' 6" and 2' 0" Gauges.		TOTAL ALL GAUGES.			
Total.	Total previous year.	Total.	Total previous year.	1915-16.	1914-15.	Killed and Injured.	Serial number.
20	26	1	...	86	96	Killed ...	8
57	54	7	7	244	236	Injured ...	
2	...	1	...	11	10	Killed ...	9
9	13	3	3	50	62	Injured ...	
...	...	...	...	3	2	Killed ...	10
2	3	...	...	19	7	Injured ...	
5	7	1	2	16	28	Killed ...	11
8	9	...	1	56	53	Injured ...	
...	...	...	...	1	1	Killed ...	12
...	4	...	...	11	24	Injured ...	
1	6	1	1	29	35	Killed ...	13
1	2	...	1	15	31	Injured ...	
9	4	...	...	19	12	Killed ...	14
3	1	...	...	5	2	Injured ...	
12	9	...	...	152	134	Killed ...	15
12	18	1	1	102	112	Injured ...	
1	2	...	...	5	7	Killed ...	16
4	3	...	...	12	16	Injured ...	
...	...	...	...	3	4	Killed ...	17
3	1	1	1	11	11	Injured ...	
2	3	...	...	29	23	Killed ...	18
5	6	1	...	21	18	Injured ...	
20	18	...	1	60	55	Killed ...	19
34	35	2	1	141	127	Injured ...	
72	75	4	4	414	407	Killed ...	
138	149	15	15	687	699	Injured ...	
77	78	6	4	433	443	Killed ...	
155	170	28	22	796	859	Injured ...	
16	8	...	...	40	52	Killed ...	1
24	16	...	5	35	37	Injured ...	
416	406	8	8	1,315	1,327	Killed ...	2
178	133	10	13	425	361	Injured ...	
58	48	4	1	256	245	Killed ...	3
...	2	...	...	8	9	Injured ...	
17	19	...	...	127	67	Killed ...	4
19	9	6	2	68	39	Injured ...	
507	481	12	9	1,738	1,691	Killed ...	
221	160	16	20	536	446	Injured ...	
647	597	21	14	2,418	2,367	Killed ...	
699	656	59	57	2,153	2,176	Injured ...	

Accidents *to* trains, rolling-stock, permanent-way, etc., *reported during the twelve months* India, *distinguishing the different classes of accidents and the number of* passengers

5'.6"

1 (*a*) to (*h*).

BENGAL-NAGPUR.

Description.	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	1	1	2	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	...	1	1	...	1	...	1	...	2
3. Collisions between goods trains or parts of goods trains.	...	15	15	...	...	1	1	1	1
4. Collisions between light engines ...	...	3	3	...	...	...	3	...	3
5. Passenger trains or parts of passenger trains leaving the rails.	2	8	10	...	1	...	1	...	2
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	2	85	87	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.	...	20	20	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed.	...	2	2	...	...	...	...	...	...
9. Trains running over cattle on the line	...	152	152	...	...	...	...	...	...
10. Trains running over obstructions on the line.	...	21	21	2	...	...	2	2	2
11. Trains running through gates at level-crossings.	...	6	6	...	*2	...	...	...	2
12. The bursting of boilers of engines ...	...	...	...	...	...	...	...	...	...
12 (*a*). The bursting of tubes, etc., of engines.	...	4	4	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines.	...	3	3	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	1	1	...	...	...	...	...	...
16. Ditto of axles	...	2	2	...	...	...	...	...	...
17. Ditto of brake apparatus ...	...	1	1	...	...	...	...	...	...
18. Ditto of couplings ...	...	53	53	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	1	1	...	...	...	...	...	...
20. Broken rails	...	15	15	...	...	...	...	...	...
21. The flooding of portions of permanent-way.	...	8	8	...	...	...	...	...	...
22. Slips in cuttings or embankments ...	...	7	7	...	...	...	...	...	...
23. Fire in trains	...	12	12	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts.	...	10	10	...	...	...	...	...	...
25. Other accidents	...	50	50	...	2	...	5	...	7
Total all classes ...	5	481	486	2	†6	1	13	3	19

* Not passengers.
† Of these two were not passengers.

DIX 31.

ended the 31st March 1916, as having occurred on the several railways open for traffic *in and* others, *and of* railway servants, killed *or* injured *in each class of accident.*

GAUGE.

2 (*a* to (*e*).									3 (*a*) and (*b*).									Number of headings.
BOMBAY, BARODA AND CENTRAL INDIA.									EASTERN BENGAL.									
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
...	2	2	...	...	...	...	...	...	1	...	1	...	...	...	1	...	1	2
...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	3
...	3	3	...	...	...	1	...	1	1	1	2	...	...	...	3	...	3	4
...	9	9	...	...	...	...	...	...	3	...	3	...	...	...	...	...	...	5
...	8	8	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	6
...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	7
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
...	282	282	...	...	...	...	...	...	...	178	178	...	...	...	...	...	...	9
...	5	5	...	...	...	...	...	...	...	6	6	...	...	...	...	...	...	10
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	25	25	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	12(*a*)
...	56	56	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	13
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
...	62	62	...	...	...	...	...	...	...	6	6	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	27	27	...	...	...	...	...	...	...	18	18	...	...	...	...	...	...	20
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21
...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	23
...	5	5	...	...	...	...	...	...	1	1	2	...	...	...	...	...	...	24
...	84	84	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	25
...	573	573	...	...	...	1	...	1	7	220	227	...	...	...	4	...	4	

Accidents to trains, rolling-stock, permanent-way, etc., *reported during the twelve months* India, *distinguishing the different classes of accidents and the number of* passengers

5' 6"

4 (*a*) to (*d*).

EAST INDIAN.

Description.	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	1	...	1	...	6	3	...	3	6
2. Collisions between passenger trains, and goods or mineral trains, engines, and vehicles standing foul of the line.	3	...	3	...	...	1	...	1	...
3. Collisions between goods trains or parts of goods trains.	4	2	6	*3	...	...	8	3	8
4. Collisions between light engines ...	2	...	2	...	*2	...	2	...	4
5. Passenger trains or parts of passenger trains leaving the rails.	3	3	6	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	4	13	17	...	...	...	7	...	7
7. Trains or engines travelling in the wrong direction through points.	2	24	26	...	...	...	2	...	2
8. Trains running into stations or sidings at too high a speed.	...	1	1	...	...	...	...	...	...
9. Trains running over cattle on the line.	...	587	587	...	...	...	...	...	...
10. Trains running over obstructions on the line.	3	34	37	*4	*2	...	...	4	2
11. Trains running through gates at level-crossings.	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines ...	...	...	...	...	...	...	...	...	...
12(*a*). The bursting of tubes, etc., of engines.	...	22	22	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines.	...	105	105	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...
16. Ditto of axles	1	3	4	...	...	...	...	...	...
17. Ditto of brake apparatus ...	...	3	3	...	...	...	...	...	...
18. Ditto of couplings ...	4	139	143	...	...	2	9	2	9
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	9	9	...	...	...	...	...	...
21. The flooding of portions of permanent-way.	...	1	1	..	...	...	...	...	...
22. Slips in cuttings or embankments ...	...	...	...	...	...	...	...	...	...
23. Fire in trains	1	21	22	...	...	...	3	...	3
24. Fire at stations, or involving injury to bridges or viaducts.	...	16	16	...	...	...	...	...	...
25. Other accidents	13	31	44	...	†16	1	9	1	25
Total all classes ...	41	1,014	1,055	*7	‡26	7	40	14	66

* Not passengers.
† Of these nine were not passengers.
‡ Of these thirteen were not passengers.

DIX 31—*contd.*

ended the 31st March 1916, as having occurred on the several railways open for traffic in *and* others, *and of* railway servants, killed *or* injured *in each class of accident.*

GAUGE—*contd.*

5 (a) to (g).									6 (a) to (c).									Number of headings.
GREAT INDIAN PENINSULA.									MADRAS AND SOUTHERN MAHRATTA.									
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1	...	1	...	2	...	...	...	2	...	...	...	...	...	...	...	...	...	1
...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
...	104	104	...	...	...	4	...	4	...	2	2	...	...	...	...	...	...	3
...	4	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
...	20	20	...	2	...	...	...	2	3	...	3	...	...	...	...	...	...	5
...	312	312	...	...	2	5	2	5	...	2	2	...	...	...	...	...	...	6
...	24	24	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	7
...	13	13	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	8
...	767	767	...	...	...	...	...	...	...	456	456	...	...	...	...	...	...	9
...	24	24	...	...	...	...	...	...	1	4	5	...	...	...	...	...	...	10
...	5	5	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	65	65	...	...	...	...	...	...	...	35	35	...	...	...	...	...	...	12(a)
...	198	198	...	...	...	1	...	1	...	62	62	...	...	...	...	...	...	13
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	14	14	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	16
...	7	7	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	17
1	256	257	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	18
...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	20	20	...	...	...	...	...	...	...	14	14	...	...	...	...	...	...	20
...	3	3	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	21
...	4	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
...	154	154	...	3	...	...	...	3	...	1	1	...	...	...	...	...	...	23
...	35	35	*1	...	...	...	1	...	...	1	1	...	...	...	...	...	...	24
...	219	219	1	2	...	...	1	2	...	41	41	...	...	...	...	...	...	25
2	2,254	2,256	†2	9	2	10	4	19	4	631	635	...	...	...	...	...	...	

* Not a passenger.
† Of these one was not a passenger.

Accidents to trains, rolling-stock, permanent-way, etc., *reported during the twelve months* India, *distinguishing the different classes of accidents and the number of* passengers

5' 6"

Description.	7 (a) & (b). Nizam's Guaranteed State.								
	Number of accidents reported to Local Governments under section 33 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	...	1	1	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains.	...	2	2	...	...	...	...	...	...
4. Collisions between light engines ...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	1	...	1	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	1	1	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.	...	1	1	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed.	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line.	...	183	183	...	...	...	...	...	...
10. Trains running over obstructions on the line.	...	1	1	...	...	...	...	...	...
11. Trains running through gates at level-crossings.	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines ...	...	...	...	...	...	...	...	...	...
12(a). The bursting of tubes, etc., of engines.	...	1	1	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines.	...	11	11	...	...	...	...	...	...
14. The failure of tyres	...	1	1	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus ...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings... ...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way.	...	5	5	...	...	...	...	...	...
22. Slips in cuttings or embankments ...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	2	2	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts.	...	1	1	...	...	...	...	...	...
25. Other accidents	...	1	1	...	...	...	...	...	...
Total all classes ...	1	211	212	...	...	...	...	...	...

DIX 31—*contd.*

ended the 31st March 1916, as having occurred on the several railways open for traffic in *and* others, *and of* railway servants, killed *or* injured *in each class of accident.*

GAUGE—*contd.*

8 (*a*) to (*o*) & (*q*) to (*s*).									9 (*a*) and (*b*).									
NORTH WESTERN.									OUDH AND ROHILKHAND.									
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of headings.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	1
...	3	3	...	...	...	1	...	1	1	2	3	...	...	1	...	1	...	2
2	6	8	...	...	...	4	...	4	1	...	1	...	...	...	...	...	...	3
1	11	12	...	...	...	1	...	1	...	...	...	...	...	...	..	...	...	4
4	10	14	...	...	...	...	...	...	2	4	6	...	...	...	1	...	1	5
...	172	172	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	6
...	7	7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7
...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
...	891	891	...	...	...	...	...	...	...	230	230	...	...	...	...	...	...	9
2	16	18	1	*1	...	...	1	1	...	...	...	...	...	...	...	...	...	10
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	13	13	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	12(*a*)
...	54	54	...	...	...	...	...	...	...	22	22	...	...	...	...	...	...	13
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	14
...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	4	4	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
...	37	37	...	...	...	...	...	...	...	9	9	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	42	42	...	...	...	...	...	...	...	11	11	...	...	...	...	...	...	20
3	14	17	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	21
...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
...	14	14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23
...	11	11	*1	...	...	...	1	...	...	3	3	...	...	...	...	...	...	24
2	80	82	...	2	1	4	1	6	1	7	8	...	2	...	...	...	2	25
14	1,390	1,404	†2	†3	1	10	3	13	6	302	308	...	2	1	1	1	3	

* Not a passenger.
† One of these was not a passenger.

Accidents *to* trains, rolling-stock, permanent-way, etc., *reported during the twelve months* India, *distinguishing the different classes of accidents and the number of* passengers

Description.	5′ 6″ GAUGE—*concld.*									
	10 (*k*) and (*l*).									
	SOUTH INDIAN.									
	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	...	1	1	...	2	...	...	...	2
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains.	...	...	...	...	...	...	...	...	...
4. Collisions between light engines ...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	...	7	7	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	1	1	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.	...	1	1	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed.	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line.	...	806	806	...	...	...	...	...	...
10. Trains running over obstructions on the line.	...	6	6	...	*1	...	* ...	...	1
11. Trains running through gates at level-crossings.	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines ...	...	...	...	...	...	...	...	...	...
12 (*a*). The bursting of tubes, etc., of engines.	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines.	...	1	1	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus ...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	4	4	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	1	1	...	...	...	...	...	...
21. The flooding of portions of permanent-way.	...	2	2	...	...	...	...	...	...
22. Slips in cuttings or embankments ...	...	16	16	...	...	...	...	...	...
23. Fire in trains	...	5	5	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts.	...	...	...	...	...	...	...	...	...
25. Other accidents	...	7	7	...	6	...	...	...	6
Total all classes	...	858	858	...	†9	...	...	...	9

* Not a passenger.
† Of these one was not a passenger.

DIX 31—*contd.*

ended the 31st March 1916, as having occurred on the several railways open for traffic *in and* others, *and of* railway servants, killed *or* injured *in each class of accident.*

3′ 3⅜″ GAUGE.																			
12 (*a*).									13 (*a*) and (*b*).										
ASSAM BENGAL.									BENGAL AND NORTH WESTERN.										
Number of accidents reported to Local Governments under section 88 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 88 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of headings.
			Killed.	Injured	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured	Killed.	Injured.	
...	...	...	...	...	...	...	...	...	1	...	1	...	4	...	...	...	4	1
...	...	...	...	...	...	...	...	...	...	8	8	...	...	...	...	...	...	2
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
6	...	6	...	1	...	1	...	2	1	2	3	...	...	...	1	...	1	5
...	...	...	...	...	...	...	...	...	...	14	14	...	...	...	...	...	...	6
...	1	1	...	...	...	...	...	...	...	7	7	...	...	...	...	...	...	7
...	...	...	...	...	...	...	...	...	1	3	4	...	...	...	...	...	...	8
1	113	114	...	...	...	...	...	...	...	257	257	...	...	...	...	...	...	9
...	11	11	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	10
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	3	3	...	...	...	...	...	...	...	17	17	...	...	...	...	...	...	12(*a*)
...	15	15	...	...	...	...	...	...	...	13	13	...	...	...	...	...	...	13
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	...	...	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
...	7	7	...	...	...	...	...	...	...	29	29	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	2	2	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	20
...	6	6	...	...	...	...	...	...	...	19	19	...	...	...	...	...	...	21
...	7	7	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	22
...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23
...	1	1	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	24
2	8	10	...	...	...	3	...	3	...	5	5	...	...	...	...	...	...	25
9	175	184	...	1	...	4	...	5	3	393	396	...	4	...	1	...	5	

APPEN

Accidents *to* trains, rolling-stock, permanent-way, etc., *reported during the twelve months* India, *distinguishing the different classes of accidents and the number of* passengers

3′ 3⅜″

Description.	13 (*a*) and (*b*).								
	BENGAL DOOARS.								
	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains, and goods or mineral trains, engines, and vehicles standing foul of the line.	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains.	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	...	2	2	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.	...	...	...	...	...	...	...	...	...
Trains running into stations or sidings at too high a speed.	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line.	...	20	20	...	...	...	...	...	...
10. Trains running over obstructions on the line.	1	2	3	...	...	...	...	...	...
11. Trains running through gates at level-crossings	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...
12(*a*). The bursting of tubes, etc., of engines.	...	1	1	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines.	...	5	5	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	5	5	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way.	...	1	1	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts.	...	...	...	...	...	...	...	...	...
25. Other accidents	1	1	2	...	...	...	...	...	...
Total all classes	2	37	39	...	...	...	...	...	...

DIX 31—*contd.*

nded the 31st March 1916, as having occurred on the several railways open for traffic *in and* others, *and of* railway servants, killed *or* injured *in each class of accident.*

GAUGE—*contd.*

15 (*a*) and (*b*).									2 (*f*) to (*l*).										
BHAVNAGAR STATE.									BOMBAY, BARODA AND CENTRAL INDIA.										
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of headings.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
...	...	...	...	...	...	...	...	...	...	1	1	...	1	...	...	...	1	1
...	...	...	...	...	...	...	...	...	2	2	4	...	7	...	...	...	7	2
...	1	1	...	...	...	...	...	...	...	11	11	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	4
...	...	...	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	5
...	12	12	...	...	...	...	...	...	...	17	17	...	...	...	...	...	...	6
...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
...	22	22	...	...	...	...	...	...	...	368	368	...	...	...	2	...	2	9
...	...	...	...	...	...	...	...	...	...	15	15	...	*6	...	...	...	6	10
...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	...	...	...	...	...	...	...	...	...	15	15	...	...	...	...	...	...	12(*a*)
...	10	10	...	...	...	...	...	...	...	36	36	...	...	...	...	...	...	13
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	...	14
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	2	2	...	...	...	...	...	...	...	5	5	...	...	...	..	...	...	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
...	...	...	...	...	...	...	...	...	1	70	71	2	† 4	...	...	2	4	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	2	2	...	...	...	...	...	...	...	26	26	...	...	...	...	...	...	20
...	2	2	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	21
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	22
...	...	...	...	...	...	...	...	...	...	12	12	...	2	...	...	...	2	23
...	..	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	24
...	1	1	...	...	...	...	...	...	...	58	58	...	...	...	1	...	1	25
...	54	54	...	...	...	...	...	...	3	649	652	2	†20	...	3	2	23	

* Not passengers.
† Of these six were not passengers.

Accidents *to* trains, rolling-stock, permanent-way, etc., *reported during the twelve months* India, *distinguishing the different classes of accidents and the number of* passengers

3' 3¾"

16 (*a*) to (*c*).

BURMA.

Description.	Number of accidents reported to Local Governments under section 88 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains, and goods or mineral trains, engines, and vehicles standing foul of the line.	1	1	2	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains.	...	1	1	...	...	...	...	...	...
4. Collisions between light engines	...	2	2	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	9	...	9	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	11	11	...	...	...	1	...	1
7. Trains or engines travelling in the wrong direction through points.	1	10	11	...	...	1	...	1	...
8. Trains running into stations or sidings at too high a speed.	...	2	2	...	...	...	...	...	...
9. Trains running over cattle on the line.	5	209	214	...	*1	3	...	3	1
10. Trains running over obstructions on the line.	2	20	22	...	...	...	1	...	1
11. Trains running through gates at level-crossings.	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines .	...	...	...	...	...	...	...	...	...
12(*a*). The bursting of tubes, etc., of engines.	...	1	1	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines.	...	28	28	...	...	...	...	...	...
14. The failure of tyres	...	1	1	...	...	...	...	...	...
15. Ditto of wheels . . .	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	1	1	...	...	...	...	...	...
17. Ditto of brake apparatus .	...	1	1	...	...	...	...	...	...
18. Ditto of couplings . . .	...	32	32	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	2	2	...	...	...	...	...	...
21. The flooding of portions of permanent way.	2	23	25	...	...	...	...	...	...
22. Slips in cuttings or embankments .	1	7	8	...	...	...	...	...	...
23. Fire in trains	...	34	34	...	...	...	...	...	...
24 Fire at stations, or involving injury to bridges or viaducts.	...	5	5	...	...	...	...	...	...
25. Other accidents	1	61	62	...	...	...	...	...	...
Total all classes . .	23	452	474	...	*1	4	2	4	3

* Not a passenger.

DIX 31—*contd.*

ended the 31st March 1916, as having occurred on the several railways open for traffic *in and* others, *and of* railway servants, killed *or* injured *in each class of accident.*

GAUGE—*contd.*

9 (c). CAWNPORE-BURHWAL.									18 (a) & (b). DIBRU-SADIYA.										Number of headings.
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.			
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		2
...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...		3
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		4
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		5
...	3	3	...	...	...	...	...	...	...	69	69	...	...	...	...	...	...		6
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		7
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...		8
...	...	...	...	...	...	...	...	...	...	32	32	...	...	...	...	...	...		9
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		10
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		12
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		12(a)
...	1	1	...	...	...	...	...	...	...	68	68	...	...	...	...	...	...		13
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...		14
...	...	...	...	...	...	...	...	...	...	6	6	...	...	...	...	...	...		15
...	...	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...		16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		17
...	4	4	...	...	...	...	...	...	...	25	25	...	...	...	...	...	...		18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		19
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...		20
...	4	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		21
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		22
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		23
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		24
...	4	4	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...		25
...	17	17	...	...	...	...	...	...	...	212	212	...	...	...	...	...	...		

Accidents *to* trains, rolling-stock, permanent-way, etc., *reported during the twelve months* India, *distinguishing the different classes of accidents and the number of* passengers

3′ 3½″

3 (c) to (e).

EASTERN BENGAL.

Description.	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collision between passenger trains or parts of passenger trains.	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	1	...	1	...	2	...	...	...	2
3. Collisions between goods trains or parts of goods trains.	...	4	4	...	...	...	...	...	...
4. Collisions between light engines ...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	5	...	5	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	3	3	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.	1	...	1	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed.	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line.	2	98	100	...	...	...	...	...	...
10. Trains running over obstructions on the line.	1	7	8	*1	...	...	...	1	...
11. Trains running through gates at level-crossings.	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines ...	...	...	...	...	...	...	...	...	...
12(*a*). The bursting of tubes, etc. of engines.	...	1	1	...	...	...	...	...	...
13. The failure of machinery, springs, etc. of engines.	...	3	3	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	1	1	...	...	...	...	...	...
17. Ditto of brake apparatus ...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	14	14	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	3	3	...	...	...	...	...	...
21. The flooding of portions of permanent-way.	...	1	1	...	...	...	...	...	...
22. Slips in cuttings or embankments ...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	1	1	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts.	...	...	...	...	...	...	...	...	...
25. Other accidents	...	5	5	...	...	...	...	...	...
Total all classes ...	10	141	151	*1	2	...	...	1	2

* Not a passenger.

DIX 31—*contd.*

ended the 31st March 1916, as having occurred on the several railways open for traffic *in and* others, *and of* railway servants, killed *or* injured *in each class of accident.*

GAUGE—*contd.*

19 (*a*) to (*c*).									7 (*c*) to (*e*).									
GONDAL-PORBANDAR STATE.									HINGOLI BRANCH AND HYDERABAD GODAVARI VALLEY.									
Number of accidents reported to Local Governments under section 88 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 88 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of headings.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	3
1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
3	2	5	...	...	...	...	...	...	2	...	2	...	...	...	1	...	1	5
7	5	12	...	1	...	...	...	1	...	3	3	...	...	...	...	...	...	6
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	7
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
...	32	32	...	...	...	...	...	...	...	232	232	...	...	...	...	...	...	9
3	2	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12(*a*)
...	9	9	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	13
...	...	...	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	14
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
2	1	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
2	...	2	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	19
1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
...	...	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	21
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
...	2	2	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	23
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	24
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	25
20	55	75	...	1	...	...	...	1	2	255	257	...	...	...	1	...	1	

Accidents *to* trains, rolling-stock, permanent-way, etc., *reported during the twelve months* India, *distinguishing the different classes of accidents and the number of* passengers

3' 3¾"

20 (*a*).

JAMNAGAR.

Description.	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured
1. Collisions between passenger trains or parts of passenger trains.	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains.	...	...	...	...	...	...	...	...	...
4. Collisions between light engines ...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	...	...	...	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed.	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line.	...	6	6	...	...	...	...	...	...
10. Trains running over obstructions on the line.	...	...	...	...	...	...	...	...	...
11. Trains running through gates at level-crossings.	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines ...	...	...	...	...	...	...	...	...	...
12. (*a*). The bursting of tubes, etc. of engines.	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc. of engines.	...	...	...	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus ...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way.	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments ...	...	...	...	...	...	...	...	...	...
23. Fire in trains...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts.	...	...	...	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	...	...
Total all classes ...	...	6	6	...	...	...	...	...	...

DIX 31—*contd.*

ended the 31st March 1916, as having occurred on the several railways open for traffic *in and* others, *and of* railway servants, killed *or* injured *in each class of accident.*

GAUGE—*contd.*

21 (*a*) to (*e*).									22 (*a*).									Number of headings.
JODHPUR-BIKANER.									JUNAGAD STATE.									
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		
			Killed.	Injured	Killed.	Injured	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1	...	1	...	7	...	2	...	9	...	...	...	...	...	...	...	...	...	1
1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
6	...	6	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	5
...	6	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6
1	1	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7
...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
8	495	503	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	9
...	6	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10
1	...	1	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	27	27	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	12 (*a*)
...	71	71	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	13
...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
...	13	13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	51	51	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
...	13	13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
1	7	8	...	1	...	...	...	1	...	...	...	...	...	...	...	...	...	23
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
1	46	47	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	25
20	742	762	...	8	1	3	1	11	...	10	10	...	...	...	...	...	...	

Accidents *to* trains, rolling-stock, permanent-way, etc., *reported during the twelve months* India, *distinguishing the different classes of accidents and the number of* passengers

3' 3⅜"

6 (*d*) to (*m*)

MADRAS AND SOUTHERN MAHRATTA.

Description.	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	1	...	1	...	3	...	...	...	3
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains.	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	4	...	4	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	1	1	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.	4	...	4	...	...	...	1	...	1
8. Trains running into stations or sidings at too high a speed.	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line.	3	450	453	...	...	...	...	...	...
10. Trains running over obstructions on the line.	2	2	4	...	* 3	...	...	...	* 3
11. Trains running through gates at level-crossings.	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...
12. (*a*). The bursting of tubes, etc., of engines.	...	15	15	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines.	...	51	51	...	...	...	...	...	...
14. The failure of tyres	...	3	3	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	4	4	...	...	...	...	...	...
17. Ditto of brake apparatus	...	1	1	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	28	28	...	...	...	...	...	...
21. The flooding of portions of permanent-way.	6	13	19	...	...	...	1	...	1
22. Slips in cuttings or embankments	...	1	1	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts.	...	1	1	...	...	...	...	...	...
25. Other accidents	...	16	16	...	...	...	...	...	...
Total all classes	20	586	606	...	† 6	...	2	...	8

* Not (*a*) passenger (s).

† Of these three were not passengers.

DIX 31—*contd.*

ended the 31st March 1916, as having occurred on the several railways open for traffic *in and* others, *and of* railway servants, killed *or* injured *in each class of accident.*

GAUGE—*contd.*

23 (*a*). MORVI.									26 (*a*) and (*b*). ROHILKUND AND KUMAON.									
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of headings.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	2
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
...	3	3	...	...	...	...	...	...	1	15	16	...	1	...	1	...	2	5
...	...	...	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	6
...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	7
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
...	21	21	...	...	...	...	...	...	...	129	129	...	...	...	...	...	...	9
...	2	2	...	1	...	...	...	1	2	1	3	*2	...	...	2	...	...	10
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	...	...	...	...	...	...	...	...	...	12	12	...	...	...	...	...	...	12(a)
...	...	...	...	...	...	...	...	...	...	31	31	...	...	...	...	...	...	13
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	17
...	...	...	...	...	...	...	...	...	...	14	14	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
...	...	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	21
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	22
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23
...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	24
...	1	1	...	...	...	...	...	...	1	4	5	...	3	...	...	...	3	25
...	30	30	...	1	...	...	...	1	4	221	225	*2	4	...	1	2	5	

*Not passengers.

Accidents *to* trains, rolling-stock, permanent-way, etc., *reported during the twelve months* India, *distinguishing the different classes of accidents and the number of* passengers

3' 3¾"

10 (*b*) to (*j*).

SOUTH INDIAN.

Description.	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	...	4	4	...	5	...	...	...	5
3. Collisions between goods trains or parts of goods trains.	...	...	...	...	...	...	...	...	...
4. Collisions between light engines . .	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	...	6	6	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	11	11	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.	...	12	12	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed.	...	6	6	...	...	...	...	...	...
9. Trains running over cattle on the line.	...	724	724	...	...	...	...	...	...
10. Trains running over obstructions on the line.	...	12	12	...	*6	...	...	...	6
11. Trains running through gates at level-crossings.	...	1	1	...	...	...	...	...	...
12 The bursting of boilers of engines .	...	...	...	...	...	...	...	...	...
12 (*a*). The bursting of tubes, etc., of engines.	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines.	...	1	1	...	...	...	...	...	...
14. The failure of tyres . . .	...	...	...	...	...	...	...	...	...
15. Ditto of wheels . . .	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus .	...	...	...	...	...	...	...	...	...
18. Ditto of couplings . . .	...	12	12	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	4	4	...	...	...	...	...	...
21. The flooding of portions of permanent-way.	...	1	1	...	...	...	...	...	...
22. Slips in cuttings or embankments .	...	6	6	...	...	...	...	...	...
23. Fire in trains	...	2	2	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts.	...	3	3	...	...	...	...	...	...
25. Other accidents	...	13	13	...	...	...	...	...	...
Total all classes . .	...	818	818	...	†11	...	...	...	11

* Not passengers.
† Of these six were not passengers.

DIX 31—*concld.*

ended the 31st March 1916, as having occurred on the several railways open for traffic *in and* others, *and of* railway servants, killed *or* injured *in each class of accident.*

GAUGE—*concld.*									2'6" and 2'0" GAUGES								
27 (*a*).									TOTAL.								
UDAIPUR-CHITORGARH.																	
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of headings.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
...	...	...	...	...	...	...	...	...	2	...	2	...	...	...	1	...	1	1
...	...	...	...	...	...	...	...	...	4	3	7	...	...	...	...	...	...	2
...	...	...	...	...	...	...	...	...	1	...	1	...	...	..	...	...	...	3
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
...	1	1	...	...	...	...	...	...	50	64	114	...	1	1	...	1	1	5
...	...	...	...	...	...	...	...	...	4	74	78	...	...	1	5	1	5	6*
...	...	...	...	...	...	...	...	...	...	14	14	...	...	...	...	...	...	7
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	8
...	35	35	...	...	...	...	...	...	2	63	65	...	*1	...	...	...	1	9
...	...	...	...	...	...	...	...	...	4	11	15	...	...	...	...	...	...	10
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	...	...	...	...	...	...	...	...	...	32	32	...	...	...	...	...	...	12(*a*)
...	...	...	...	...	...	...	...	...	1	43	44	...	...	...	1	...	1	13
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	15
...	...	...	...	...	...	...	...	...	...	19	19	...	5	...	...	...	5	16
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	17
...	...	...	...	...	...	...	...	...	3	47	50	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	20
...	...	...	...	...	...	...	...	...	5	17	22	...	...	...	...	...	...	21
...	...	...	...	...	...	...	...	...	2	6	8	...	...	...	...	...	...	22
...	...	...	...	...	..	...	...	...	1	4	5	...	...	...	...	...	...	23
...	...	...	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	24
...	...	...	...	...	...	...	...	...	12	20	32	1	7	...	6	1	13	25
...	36	36	...	...	...	...	...	...	92	426	518	1	†14	2	13	3	27	

*Not a passenger.
†One of these was not a passenger.

Accidents to trains, rolling-stock, Permanent-way, etc., reported during the financial years distinguishing between the different classes of accidents and the number of passengers

Description.	Number of Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890 *i.e.*, serious accidents.		Number of other accidents.		Total number of accidents.	
	1914-15.	1915-16.	1914-15.	1915-16.	1914-15.	1915-16.
1. Collisions between passenger trains or parts of passenger trains	8	9	3	3	11	12
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	23	15	23	31	46	
3. Collisions between goods trains or parts of goods trains	9	8	123	155	132	165
4. Collisions between light engines	2	5	41	27	43	32
5. Passenger trains or parts of passenger trains leaving the rails	115	105	207	160	322	265
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	27	17	886	834	913	851
7. Trains or engines travelling in the wrong direction through points	17	10	132	128	149	138
8. Trains running into stations or sidings at too high a speed	1	1	26	32	27	33
9. Trains running over cattle on the line	13	21	8,264	7,839	8,277	7,860
10. Trains running over obstructions on the line	22	21	217	212	239	233
11. Trains running through gates at level-crossings	...	1	24	16	24	17
12. The bursting of boilers of engines	...	...	2	1	2	1
12 (*a*). The bursting of tubes, etc., of engines	...	...	334	301	334	301
13. The failure of machinery, springs, etc. of engines	1	1	840	908	841	909
14. The failure of tyres	2	...	10	13	12	13
15. Ditto of wheels	...	1	17	13	17	14
16. Ditto of axles	4	3	65	69	69	72
17. Ditto of brake apparatus	...	...	19	16	19	16
18. Ditto of couplings	8	11	658	843	666	854
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	7	3	7	3
20. Broken rails	5	1	212	282	217	283
21. The flooding of portions of permanent-way	18	16	172	146	190	162
22. Slips in cuttings or embankments	4	3	85	61	89	64
23. Fire in trains	5	3	170	276	175	279
24. Fire at stations, or involving injury to bridges or viaducts	1	1	84	106	85	107
25. Other accidents	55	34	845	772	900	806
Total	340	287	13,466	13,249	13,806	13,536

Mean mileage worked	35,783
Number of servants employed	620,584
Train-mileage of all descriptions	159,038,000
Number of passengers carried	464,381,000
Passenger-mileage	16,528,646,000
Per mean mile open—	
Train-mileage, of all descriptions	4,445
Number of passengers carried	12,978
Passenger mileage	461,913
Total passengers—	
Killed per million of passengers	0·041
Injured per million of passengers	0·276
Killed per million of passenger-miles	0·001
Injured per million of passenger-miles	0·008

DIX 32.

1914-15 and 1915-16, as having occurred on all railways open for traffic in India, and others, and of railway servants, killed or injured in each class of accident.

Number of passengers and others.				Number of servants.				Total all classes.			
Killed.		Injured.		Killed.		Injured.		Killed.		Injured.	
1914-15.	1915-16.	1914-15.	1915-16.	1914-15.	1915-16.	1914-15.	1915-16.	1914-15.	1915-16.	1914-15.	1915-16.
8	...	43	25	...	3	8	3	8	3	51	28
...	...	*10	15	4	2	12	3	4	2	22	18
*1	*3	*1	...	8	1	17	17	9	4	18	17
...	...	...	*2	1	...	9	10	1	...	9	12
1	...	3	6	3	2	5	6	4	2	8	12
...	...	*2	1	...	3	7	18	...	3	9	19
...	...	13	...	1	1	8	3	1	1	21	3
...	...	1	...	...	...	2	...	...	...	3	...
...	...	*2	*2	1	3	3	2	1	3	5	4
*13	§10	*15	‖20	2	...		3	15	10	21	23
*1	...	*1	*2	...	...		1	1	...	2	3
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	1	...	...	...	1	...
...	...	...	...	...	...	...	2	...	...	...	2
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	5	...	...	...	...	...	...	...	5
...	...	...	...	...	...	...	...	...	...	...	...
3	2	2	4	7	2	20	9	10	4	22	13
...	...	...	...	...	...	...	...	...	...	...	...
...	...	1	...	...	...	...	...	...	...	1	...
...	...	...	...	...	...	2	1	...	...	2	1
...	...	15	...	...	...	3	...	...	...	18	...
4	...	20	6	...	...	1	3	4	...	21	9
...	*2	†3	...	...	...	3	...	...	2	6	...
*9	2	¶37	40	9	2	52	28	18	4	89	68
‡‡40	‡19	**169	††128	36	19	160	109	76	38	329	237

* Not (*a*) passenger (*s*).
† Of these two were not passengers.
‡ Of these twelve were not passengers.
§ Of these seven were not passengers.
‖ Of these nineteen were not passengers.
¶ Of these six were not passengers.
** Of these twenty-nine were not passengers.
†† Of these twenty-five were not passengers.
‡‡ Of these twenty-four were not passengers.

APPENDIX 33.

No. 457 R. P. of 1913.

GOVERNMENT OF INDIA.

RAILWAY DEPARTMENT.

(RAILWAY BOARD.)

Simla, the 14th November 1913.

Terms on which the Government of India are prepared to consider offers for the construction by the Agency of private companies of branch lines forming feeders either to State lines worked by the State or to railways worked by companies.

RESOLUTION.—In supersession of all previous orders on the subject, the following information is published detailing the conditions on which the Government of India will be prepared to receive applications for the grant of financial assistance to companies formed to provide capital for the construction of such branch railways as Government may be prepared to entrust to companies. The terms offered have been made considerably more liberal in several respects.

2. No concession can be granted for the construction of a branch line until the line has been surveyed and detailed estimates of its cost and an adequate report on its traffic prospects have been prepared by an agency approved by the Government of India. When promoters are desirous that such a survey should be made an application should be submitted to the Railway Board in the form prescribed in memorandum B, attached.

3. The conditions on which concessions for the construction of branch lines will be granted are as follows :—

(*i*) The prospectus of the company to be formed for the purpose of providing capital for the line must be submitted to, and approved by, the Government of India before issue. The capital of the company must be expressed in rupees, and subscription must be invited only in India. The amount of capital to be raised will be subject to the approval of the Government of India and the construction of the line will not be begun until the Government of India are satisfied that capital sufficient to meet the estimated expenditure has been subscribed.

(*ii*) The railway shall be built according to plans and estimates approved by the Government of India, and must conform to the fixed and moving dimensions for the time being prescribed. The gauge of the line, the route followed, the situation of stations, and details of a similar character shall be subject to the approval of the Government.

(*iii*) All land in British Territory, which is, in the opinion of the Government of India, required for the construction of the line, will be provided free of charge, including land permanently or temporarily required for quarrying ballast, for brickfields, and similar purposes.

(*iv*) The results of existing surveys will be made available to persons applying for concessions under these rules. In cases where this is considered advisable by the Railway Board, fresh surveys will be made at the request of promoters enquiring into the probable prospects of any projected line, on the understanding that no preferential claim to a concession for the construction of the line is thereby established. If permission be eventually given for the construction of any line, the cost of all surveys, whether special surveys or surveys previously made at the cost of or with the approval of Government, shall be included in the capital cost of the railway. The Government of India expressly disclaim all responsibility for the accuracy of any survey, plan, estimate, or other information supplied by them.

APPENDIX 33—*contd.*

(*v*) Electric telegraphs and telegraphic appliances will be supplied and maintained by the Government of India at the charges and on the conditions in force for the time being for similar services on State railways.

(*vi*) Railway materials for the construction of the branch line will be carried over railways owned and worked by the State at the special rates charged for similar materials belonging to State railways.

(*vii*) The Government of India will grant financial assistance to approved companies either in the shape of a guarantee of interest, or of a rebate to the branch line company from the net earnings of the main line from traffic interchanged with the branch. Assistance in the latter form can only be promised where the main line is worked by the State; but the Government of India will, in other cases, endeavour to arrange on behalf of the branch line company a similar agreement with the company working the parent line. A rebate and a guarantee of interest cannot be granted simultaneously in respect of the same branch line. In cases where the entire capital is raised by the issue of shares the following terms will apply:—

(*a*) *Guarantee of interest.*—The Government of India will be prepared to guarantee from the close of the period during which interest is payable out of capital interest at the rate of 3½ per cent per annum on the approved paid-up share capital of the company to the end of the financial year in respect of which the dividend is declared, subject to the condition that all surplus profits which may be earned by the company after paying interest on the paid-up share capital at the rate of 5 per cent shall be equally divided between the Government and the company. This guarantee, where given, will remain in force until the line is purchased by the Government. Any sums payable by the Government under the guarantee shall be payable in rupees.

(*b*) *Rebate.*—When the branch line connects with a railway owned and worked by the State, the Government of India will be prepared to allow the company in respect of and at the end of each financial year, by way of rebate, such a sum, not exceeding in any year the net earnings (exclusive of earnings derived from the carriage of revenue stores) from traffic interchanged between such State railway and the branch line as shall, together with the net earnings of the branch line, make up an amount equal to interest at the rate of 5 per cent per annum on the approved paid-up share capital of the company. This undertaking will be subject to the proviso that, when the net earnings of the company, without the assistance of a rebate, suffice to pay interest at a rate exceeding 5 per cent on the paid-up share capital, the surplus shall be divided equally between the Government and the company. The payment of rebate shall commence at the close of the period during which interest is payable from capital. Payments on account will, subject to subsequent adjustment, be permissible at the end of each half-year. For the purpose of calculating the rebate, the net earnings of the main line from traffic interchanged with the branch, will be assumed to bear the same proportion to the gross earnings of the main line from such traffic as the net earnings of the whole main line system, including the branch, bear to the gross earnings of the whole system.

(*viii*) (*a*) If, in the case of a concession granted under either of the conditions of the foregoing paragraph, it be intended by the branch line company to construct and work the branch line itself, the amount to be spent each year on working expenses will be subject to the approval and sanction of the Government of India.

(*b*) In such cases the Government of India may from time to time appoint any one person to be a Director of the branch line company who shall be *ex-officio* a member of all Committees appointed by the Board of Directors of the company or by the company in relation to the undertaking or any other matter connected therewith, and shall have power to exercise at his discretion an absolute veto in all proceedings of the Board of Directors and shall not be removable except by the Government of India, and may act by a Deputy appointed by the Government of India.

(*c*) If a branch line company, which has been granted financial assistance under clause *vii* (*a*) above and permitted to work the railway by its own agency, be guilty of any breach of contract or of gross mismanagement, or if the working expenses of the railway exceed the gross earnings for six consecutive

APPENDIX 33—*contd.*

half-years, the Government of India may at any time, after giving six months' notice, assume the working of the railway by State or any other agency. If the working of the line is so assumed, the terms of working will be fixed by Government.

(*ix*) Where the main line is a railway owned and worked by the State, the main line administration will, if it is so desired, work the branch line for a percentage of the gross earnings of the branch. When the branch and main line are of the same gauge this percentage will usually be that obtaining on the whole system, including the branch, from time to time, but will not in any case exceed 50 per cent of the gross earnings of the branch from all sources, and will include all charges on account of the use of the main line rolling-stock, subject to the condition that the company shall, if and when required to do so during the continuance of the working contract, bear the capital portion of the cost as stated by Government of strengthening the permanent-way and bridges of the branch line to enable the rolling-stock for the time being of the working railway to be used on it without restriction. Where the gauges are not the same, special working terms will be fixed in each case. When the main line is not worked by State agency, the Government of India, if desired to do so by the branch line company, will endeavour to negotiate similar terms for working with the main line administration.

(*x*) No capital expenditure by the branch line company shall be recognised, as between the Government of India and the company, unless the prior sanction of the Government of India to that expenditure has been obtained. The company shall have no power to increase its share or stock capital without the sanction of the Government of India or the Secretary of State, or to borrow money, otherwise than for purely temporary purposes, except on conditions to be specified by these authorities.

(*xi*) Any unexpended capital which the company may have shall be invested or deposited at interest in a manner to be approved by the Government of India and in the name of the company, not in that of the Managing Agents, and the return therefrom shall be treated as net earnings of the railway.

(*xii*) The branch line company, if so required, shall keep accounts in forms approved by the Government of India, and they shall supply, free of charge, all accounts required by the Government. The accounts will be subject to audit by officers appointed by the Government.

(*xiii*) Funds for the execution of new works chargeable to capital, which may be found to be necessary for the safety, economy, or efficiency of working after the branch railway has been opened to public traffic, shall be provided by the branch line company. Such works, and their cost shall, when the branch railway is worked by the main line administration, be agreed upon between the branch line company and the main line administration before they are undertaken; in the event of any difference of opinion as to the necessity for, or the cost of, any such work, the matter shall be referred to the Railway Board, whose decision shall be final.

In the event of the branch line company failing to provide, after six months' notice, any additional capital for work required under this condition or conditions (*ii*) and (*ix*) above, the Government of India shall be at liberty to supply the necessary funds, and to carry out the work, and shall be entitled to receive from the sums payable to the branch line company, by way of net earnings or rebate, interest at 5 per cent (or any lower rate that it may in special cases agree to accept) on funds so applied.

(*xiv*) Subject to the law for the time being in force, payment out of capital will be sanctioned, during a period which may extend to the close of the half-year in which the railway shall have been opened throughout for public traffic, of such sums as, with the interim net earnings, shall be required to pay interest at a rate to be agreed upon on the paid-up capital of the company.

(*xv*) Such expenses on account of administration of the branch line company as the Government of India may sanction may be charged during construction to the capital account of the company, and with effect from the date on which the line is opened for traffic throughout will be charged as follows: —

(*a*) if the branch line company works its own line, as part of the working expenses of the line;

APPENDIX 33—*contd.*

(*b*) if the company's line is worked by the main line administration,

(1) when the net earnings do not suffice to pay interest at 5 per cent (or suffice to pay only 5 per cent) on the paid-up share capital of the company, as part of the working expenses to be met out of the stipulated percentage of the earnings of the branch taken by the working agency:

(2) when the net earnings exceed 5 per cent on the paid-up share capital of the company, as a first charge on surplus profits before division; provided that, if the surplus profits are insufficient to meet the administration charges, the balance will be paid by the working agency out of the stipulated percentage of the earnings of the branch taken by it.

(*xvi*) The rates and arrangements in force on State railways as regards services rendered to other departments of State shall apply to the branch line. The branch line company shall also be liable when called on to provide, at such stations as may be ordered by Government, buildings for post office and quarters for post office staff at a charge not exceeding 7½ per cent per annum on the capital cost of the said buildings and quarters.

(*xvii*) The Government of India reserve the right to fix and vary from time to time the classification of goods for tariff purposes, and the maximum and minimum rates for each class of goods and for passengers. They also reserve a general right of control in respect of the number and timing of trains.

(*xviii*) During the first year after opening of the branch line, or part thereof, the expenditure incurred on the maintenance of the line may be charged to capital.

(*xix*) Notwithstanding anything in the preceding clauses, expenditure due to extraordinary accidents and casualties, or to defects and their consequence in the construction of the line or in any part thereof shall be met by the branch line company, in addition to the percentage of earnings payable to the main line as working expenses, and shall be charged against the branch line net earnings, or against capital, according to circumstances, in accordance with the general usage on Indian railways.

(*xx*) All agreements for lines constructed under these terms shall include a special purchase clause permitting the Government of India to purchase the lines at any time, after giving one year's notice, in the following cases:

(1) When the Government of India consider it desirable that the gauge of the branch line should be altered.

(2) When it is desired to convert the branch line into a line of through communication.

(3) When the Government of India desire to extend the branch line (without altering the gauge or making the line part of a through route), and the branch line company is unable or unwilling to supply the necessary capital for such extension.

In the event of a line being purchased under this clause, the price payable shall be 25 times the average net earnings (excluding payments on account of guarantee or rebate) during the three years preceding the purchase, or 115 per cent of the capital expenditure on the line, whichever may be the greater. All payments shall be made on a rupee basis.

(*xxi*) The agreements shall also include an ordinary purchase clause permitting the Government of India to purchase the lines at the expiry of 30 years from the date on which the railway was declared open for traffic or at subsequent intervals of 10 years, subject to the condition that at least one year's previous notice of the intention to purchase has been given. The price payable on purchase under this clause shall be 25 times the average net annual earnings (excluding payments on account of guarantee or rebate) during the three years preceding the purchase, subject to a maximum of 120 per cent and a minimum of 100 per cent of the capital expenditure on the line at the time of purchase. All payments shall be made on a rupee basis.

4. Applications for concessions under these orders should be submitted in the forms prescribed by Memorandum A attached to this Resolution. Copies of the forms may be obtained on application to the Secretary to the Railway Board. Requests from promoters

APPENDIX 33—*contd.*

for information as regards existing surveys, or for new surveys—*vide* paragraph 3 (*iv*)—should be addressed to the Secretary to the Railway Board. Applications for new surveys should contain the information required by Memorandum B hereto attached.

The Secretary to the Government of Madras, Public Works Department, Railways.
The Secretaries to the Governments of Bombay, Bengal, Burma, the United Provinces of Agra and Oudh, the Punjab, and Bihar and Orissa, Public Works Department.
The Honourable the Resident at Hyderabad.
The Honourable the Resident in Mysore and Chief Commissioner, Coorg.
The Honourable the Chief Commissioners of the Central Provinces and Assam.
The Honourable the Agents to the Governor General for Rajputana, Central India and Baluchistan.
The Honourable the Agent to the Governor General and Chief Commissioner, North-West Frontier Province.
The Accountant General, Railways.
The Bombay, Bengal, Bengal National, Upper India, Punjab, Karachi, Madras, Burma, Chittagong, Southern India, and Indian Chambers of Commerce and the Indian Merchants' Chamber and Bureau.

ORDER.—Ordered that this Resolution be forwarded for information to the Local Governments and Administrations, to the officers and to the Chambers of Commerce noted in the margin.

Ordered also that the Resolution be published for general information in the *Gazette of India*.

T. RYAN,
Secretary to the Railway Board.

Documents accompanying.

Enclosure No. I.—Memorandum A for the guidance of persons or syndicates desirous of submitting proposals for the construction of branch or feeder railways, with Form A and Appendix A.

Enclosure No. II.—Memorandum B for the guidance of persons or syndicates desirous of having surveys made for branch or feeder lines of railway by the Railway Board.

APPENDIX 33—*contd.*

Enclosure No. I (with Form A and Appendix A) to Government of India Resolution No. 457 R. P. of 1913.

MEMORANDUM A.

For the guidance of persons or syndicates desirous of submitting proposals for the construction of branch railways in India forming feeders either to State lines worked by State or to railways worked by Companies.

1. All applications for leave to construct a branch or feeder railway in any part of British India are to be addressed to the Secretary to the Railway Board.

2. All such applications shall be printed, and shall be drawn up, as far as may be in Form A attached hereto, and shall specify—

(*a*) the company, person, or syndicate by whom the application is preferred; the proposed amount of capital, the number of shares and the amount of each share;

(*b*) all the termini, together with the names of all the principal towns from, through, into, or near which the railway is intended to be constructed, as well as the names of each civil division and district to be traversed by the proposed alignment;

(*c*) the length, so far as known, of the proposed railway;

(*d*) the gauge, the weight of rails, etc.;

(*e*) motive power to be employed;

(*f*) the maximum tolls, rates, and fares proposed to be charged on the projected railway;

(*g*) the proposals for working the railway when constructed; and if any agreement is under contemplation, or has been provisionally arranged with any existing Railway Administration under which the proposed line, when constructed, is to be leased out for working by such Railway Administration, the exact nature and terms of such agreement;

(*h*) the charges proposed by the applicants for floating the branch company;

(*i*) the charges proposed on account of the general administration of the branch company's affairs;

(*j*) any further information that may be required to enable Government to thoroughly understand the scope of the proposals.

3. Every such application shall be accompanied by a map to a scale of one mile to one inch, with the line of the proposed railway delineated thereon, so as to show its general course and direction, and also by an estimate as correct as may be of the works proposed to be authorised.

4. When the applicants draw up their own detailed plans and estimates, these documents are invariably to be prepared in strict accordance with the Rules for the preparation of railway projects issued under the authority of the Government of India, of which copies may be obtained on payment from the Superintendent of Government Printing, Calcutta.

5. If Government are prepared to entertain an application put forward in respect of a line that has already been surveyed, permission will be accorded on application to the Secretary to the Railway Board, to inspect, at all reasonable hours, the detailed plans, sections, and estimates at the disposal of Government; and copies of such plans, sections and estimates will be furnished on payment of the cost of copying.

6. But in regard to all such information, statistics, plans, sections, or estimates, which may be furnished, it is to be recognised that the information thus offered to any person interested in the matter, is simply the best information of the kind at the disposal of Government, and that Government cannot accept any responsibility whatever in regard to the accuracy of any of the documents.

APPENDIX 33—*contd.*

Form A.

To accompany all applications for leave to construct a branch or feeder railway in any part of British India.

	Nature of particulars to be specified.	Particulars.
1	The name of the Company, person or persons by whom the application is preferred; the proposed amount of capital, the number of shares, and the amount of each share.	
2	The termini, together with the names of all the principal towns from, in, through, or into, or near which the railway is intended to be constructed.	
3	The length, as far as known, of the proposed railway.	
4	The gauge proposed and weight of rails, etc.	
5	The motive power to be employed.	
6	The maximum tolls, rates, and fares intended to be charged on the proposed railway.	*Reference to an Appendix* (vide *Appendix A*) *may be here given if necessary.*
7	Details of any agreement which may have been provisionally arranged, or which it is desired to enter into, under which the proposed line, when constructed, is to be leased out for working to any existing Railway Administration.	
8	The charges proposed by the applicants for floating the branch company.	
9	The charges proposed on account of the general administration of the branch company's affairs.	
10	Any further information that may be required to enable the Government of India to thoroughly understand the scope of the proposals.	

APPENDIX 33—*contd.*

Appendix A.

Schedule of maximum and minimum rates and fares intended to be charged on the proposed branch railway.

	Maximum. Pies per mile.	Minimum. Pies per mile.
Passenger fares—		
1st class	...	...
2nd class	...	...
Intermediate class	...	...
3rd or lowest class	...	...

	Maximum. Pies per mile.	Minimum. Pies per mile.
Carriages—		
Single carriage	...	...

	Maximum. Pies per truck.	Minimum. Pies per truck.
Two or more carriages on one truck	...	...

	Maximum. Pies per mile.	Minimum. Pies per mile.
Horses—		
Single horse	...	...

	Maximum. Pies per 50 miles or portion thereof.	Minimum. Pies per 50 miles or portion thereof.
Dogs—		
Each	...	...

Parcels and luggage—

If it is proposed to adopt the rates approved by the Indian Railway Conference Association, it will be sufficient to state this fact; otherwise the rates proposed should be stated.

	Maximum. Pies per maund per mile.	Minimum. Pies per maund per mile.
Goods rates—		
5th class	...	...
4th „	...	...
3rd „	...	...
2nd „	...	...
1st „	...	...
Special class	...	...
X class (Explosives, including dangerous goods)	...	...

APPENDIX 33—*concld.*

Enclosure No. II to Government of India Resolution No. 457 R. P. of 1913

MEMORANDUM B.

Information to be supplied by persons or syndicates desirous of having surveys for branch or feeder lines of railway in India carried out at the cost of Government.

1. All such applications shall specify—

(*a*) the company, person, or syndicate by whom the application is preferred;

(*b*) all the termini, together with the names of all the principal towns from, through into, or near which the survey is intended to be carried, as well as the name of each civil division and district to be traversed by the proposed alignment;

(*c*) the length, so far as known, of the proposed railway;

(*d*) the gauge and the motive power to be employed;

(*e*) the intentions of the applicants as to the construction and working of the railway. If it is intended that the working shall be leased to any existing Railway Administration, the nature of the contemplated agreement shall be specified.

2. Every such application shall be accompanied by a map to a scale of one mile to one inch, with the line of the proposed survey delineated thereon, so as to show the general course and direction.

APPENDIX 34.

No. 969 R.P. OF 1914.

GOVERNMENT OF INDIA.

RAILWAY DEPARTMENT.

(RAILWAY BOARD.)

Simla, the 13th March 1914.

Terms on which the Government of India are prepared to consider offers for the construction by the Agency of private companies of branch lines forming feeders either to State lines worked by the State or to railways worked by Companies.

READ—

Railway Department (Railway Board) Resolution No. 457 R.P., dated the 14th November 1913.

OBSERVATIONS.—It has been represented that it will facilitate the raising of capital for the construction of feeder railways under the Resolution cited above if a part of the required capital be provided on guarantee terms and the balance on rebate terms.

The Government of India have accordingly resolved to modify Resolution No. 457 R.P., dated the 14th November 1913, in order to permit of the capital required for feeder lines being raised in the manner proposed.

RESOLUTION.—*For* the sentence "A rebate and a guarantee of interest cannot be granted simultaneously in respect of the same branch line" in clause 3 (*vii*) of the Resolution of 1913, *substitute* the following :—

"A rebate and a guarantee of interest cannot be granted simultaneously in respect of the same capital; but capital may be raised for the same branch line, partly under the guarantee system and partly under the rebate system."

After clause 3 (*vii*) (*b*) of the Resolution *add* the following new clause :—

"(*c*) *Combination guarantee and rebate terms.*—When the capital of a branch line has been raised partly on guarantee and partly on rebate terms, the Government of India will allow in respect of the share capital issued on the $\frac{\text{guarantee}}{\text{rebate}}$ system the amount (if any) which would have been due on such share capital from time to time had the entire capital been raised on $\frac{\text{guarantee}}{\text{rebate}}$ terms."

The Secretary to the Government of Madras, Public Works Department, Railways.
The Secretaries to the Governments of Bombay, Bengal, Burma, the United Provinces of Agra and Oudh, the Punjab and Bihar and Orissa, Public Works Department.
The Honourable the Resident at Hyderabad.
The Honourable the Resident in Mysore and Chief Commissioner, Coorg.
The Honourable the Chief Commissioners of the Central Provinces and Assam.
The Honourable the Agents to the Governor-General for Rajputana, Central India and Baluchistan.
The Honourable the Agent to the Governor-General and Chief Commissioner, North-West Frontier Province.
The Accountant General, Railways.
The Bombay, Bengal, Bengal National, Upper India, Punjab, Karachi, Madras, Burma, Chittagong, Southern India and Indian Chambers of Commerce and the Indian Merchants' Chamber and Bureau.

ORDER.—Ordered that this Resolution be forwarded for information to the Local Governments and Administrations, to the officers and to the Chambers of Commerce noted in the margin.

Ordered also that the Resolution be published for general information in the *Gazette of India*.

T. RYAN,

Secretary to the Railway Board.

APPENDIX 35.

RESOLUTION No. $\frac{1894}{86}$ P. OF 1915.

GOVERNMENT OF INDIA.

RAILWAY DEPARTMENT.

(RAILWAY BOARD.)

Simla, the 7th January 1915.

Grant of special concessions to Branch Line Companies formed for the construction of railways in Assam.

Observations.—The Government of India have recently had under their consideration the question of adopting further means to encourage the construction of feeder railways in the Province of Assam. It has been recognised that improved means of communication are essential if the material development of which that Province is capable is to be brought about, but that, in the present partially developed state of large tracts, the immediate financial prospects of branch railways constructed in those tracts are less favourable than are the prospects of similar railways in other Provinces of India. In these circumstances the Government of India consider that in order to encourage the formation of companies for the construction of feeder railways in partially developed tracts in Assam some increased measure of financial assistance is required during the early years after the opening of such railways and before the country traversed has attained to that state of development to which the existence of a railway may be expected to conduce. The Government of India have therefore decided with the approval of His Majesty's Secretary of State in Council of India that the Assam Administration may in approved cases supplement the financial assistance by way of guarantee the grant of which at the charge of Imperial revenues is contemplated by the Government of India Resolution No. 457 R. P., dated the 14th November 1913.

Resolution.—In the case of branch line companies formed for the construction of railways in partially developed tracts in Assam the Government of India will be prepared, provided the conditions implied in the foregoing Observations are fulfilled, to sanction an arrangement by which, in addition to the Imperial guarantee of 3½ per cent contemplated in clause 3 (*VII*) (*a*) of their Resolution No. 457 R. P., dated 14th November 1913, the Assam Administration shall undertake for a fixed term of years to make good to the branch line company the sum necessary to increase the rate of dividend to 4½ per cent on the paid up capital of the company when its net earnings are insufficient to admit of the payment of a dividend at this rate. The period during which the Assam Administration will undertake this liability must depend on the circumstances of each individual case and the prospects of early development which it presents. In all other respects the orders for the time being in force regarding the formation of companies for the construction of feeder railways in other parts of India will apply to the formation of companies for a like purpose in the province of Assam.

ORDER.—Ordered that this Resolution be forwarded for information to the Government of Assam and that the same be published for general information in the *Gazette of India*.

T. RYAN,

Secretary, Railway Board.

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